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OFFICE OF
AVIATION INFORMATION

Assembly Shapes PICAQ Policy At First Session in Montreal

Substantial progress toward the solution of international civil aviation problems was achieved at the first assembly meeting, policy-making body of the Provisional International Civil Aviation Organization, in which the United States delegation headed by William A. M. Burden, Assistant Secretary of Commerce, played a prominent part.

Multilateral Agreement Deferred—During the three-week session, May 21-June 7, at Montreal, the assembly adopted a resolution that a multilateral agreement on commercial rights in international civil air transport constitutes the only solution compatible with the character of the organization created at Chicago. The multilateral agreement would take the place of the various bilateral agreements on the five freedoms of the air which individual countries have worked out with each other.

It was decided, however, that more time and experience was needed to perfect such an agreement, and after some fruitful discussion of the issues involved, the interim council was instructed to draw up a multilateral convention for submission to the next assembly.

The next annual assembly, it is hoped, will see the interim organization changed to a permanent one, which requires ratification of the Chicago convention by 26 governments. A count will be made on March 1, 1947. As this issue goes to press, the Senate Foreign Relations Committee has sent the convention to the floor with a recommendation for ratification.

Postponed Adoption of Standards—Also postponed until the establishment of a permanent organization was the adoption as legally binding of the PICAQ technical standards. Pursuant to the interim agreement, these now have the status of recommendations which "member states undertake to apply as rapidly as possible in their national civil aviation practices."

Meanwhile, it was decided to hold additional regional meetings on route service problems, and to establish PICAQ regional offices to implement the decisions of such meetings. The assembly approved a recommendation that the council study the possibility of PICAQ sponsoring an international agency

to provide, operate, and maintain communications facilities and ground aids on international routes.

Eire Elected to Vacant Seat—Eire was elected to the vacant 21st seat on the interim council, and Montreal, Canada was chosen as the permanent seat of the organization. An expanded budget was adopted which calls for a U. S. contribution of \$294,000.

Preceding the assembly session, the council's technical committees held lengthy sessions at which many phases of the recommended standards were finalized in full or in part. Particularly noteworthy progress was made by the airworthiness group, which adopted the viewpoint advanced by Charles Dyer of the Civil Aeronautics Administration, that comprehensive standards for all aircraft to be put into use internationally are essential to safety.

In preparation for forthcoming regional meetings, generally applicable principles agreed on at the Dublin and Paris sessions are being abstracted by a committee which began work at Montreal after the close of the assembly. Glen Gilbert, who will be Chief of the U. S. Technical Mission to PICAQ regional meetings, is representing the United States.

Regional Offices to Approve Schools and Repair Stations

Regional offices of the Civil Aeronautics Administration, rather than Washington headquarters, hereafter will give final approval to flying schools, repair stations, ground schools, mechanic schools and parachute lofts.

Inspectors of the appropriate CAA branch in the regional offices will make the inspections to determine qualifications of the applicant, and make their recommendation to the regional administrator. The engraved certificate will be sent to the school from the CAA's Washington office.

This is a further decentralization of the CAA's service to the industry made necessary by the increasing number of applications for CAA approval of aircraft and airman agencies. It will facilitate the program of aviation training now being offered veterans.

ILS to be Ready For Airline Use By Next Winter

The airlines of the United States will begin use of the Civil Aeronautics Administration instrument landing system next winter to facilitate approach and landing of aircraft under adverse weather conditions, according to a joint statement issued recently by the Air Transport Association and the CAA.

Installations at 50 Airports—This system, inaugurated in 1941 by the CAA and used extensively by the military services during the war, is now being installed at 50 civil airports.

The scheduled airlines now are equipping their aircraft with suitable receiving instruments to utilize the new landing facilities. They expect to have their entire fleet so equipped before the end of 1946. Training of airline pilots in the use of the ILS is being stepped up.

The CAA is now getting delivery on the ILS localizer, glide path and marker transmitters, and is installing them at key airports, with 105 scheduled to be in operation by next winter.

As the airlines complete the equipping of their aircraft and necessary training of their pilots, special procedures concerning the use of ILS facilities will be submitted by ATA to CAA for approval. The CAA Air Carrier Division has indicated that it will act promptly on such requests.

Airlines Want System—Commenting on the use of ILS, Vice Admiral Emory S. Land, President of ATA, said:

"The airlines are anxious to use any devices which will assist in speeding up landings under adverse conditions. Weather interruptions to service have been costing U. S. airlines more than \$25,000,000 a year.

"The CAA instrument landing system was the only such method proven and available at the beginning of the war and the armed forces naturally took first priority on it. Now that this equipment is available for civil use, the airlines and CAA are cooperating to see that it benefits the flying public as soon as possible.

"The airlines, through joint research with CAA, and the Army and Navy, are studying other low

(See Landing System, page 95)

Industry Makes Good Start Toward Personal Plane Goal, Stern Reports

Immediate signs point to a practically unlimited ceiling and visibility for the aviation marketer, Ben Stern, CAA Assistant Administrator for Aviation Information, told the Aviation Distributors and Manufacturers Association at their convention in Atlantic City, June 25.

In the eight months since the Civil Aeronautics Administration issued its forecast of 400,000 personal aircraft by 1955 in the study "Civil Aviation and the National Economy", the industry already has moved forward so rapidly that "several of our more conservative forecasts may be realized ahead of schedule," Mr. Stern said.

Twice as Many Aircraft—"Some 22,000 surplus aircraft have been sold for civil use—a number equal to the total of civil craft in the United States at the end of 1942—so that today we have in use almost double the previous peak.

"Production of new aircraft, despite shortages of material and stoppages resulting from labor disputes, is rolling along creditably. The April figures compiled by the CAA in cooperation with the Bureau of Census, reveal a production of 2,311 civil planes in that month, or more than the civil output for the entire pre-war year of 1933. As this rate increases, there already is waiting a market eager to absorb the new craft. For example, at the end of April, our factories had on hand 40,000 unfilled orders for civil airplanes.

"The number of airports—a very vital element in getting and holding new customers—has shown a healthy increase since VJ-Day. Approximately 600 new airports have been built or reopened in that period by men who realized that the Federal Airport Act which recently became law cannot by any means provide this Nation with *all* the airports, it can use as soon as they are needed.

"The inflow of military pilots to civilian pilot rolls has reached tremendous proportions, creating an unprecedented market for aviation products and services. We had a few more than 100,000 pilots with CAA certificates at the end of 1941. Our most recent check reveals the pilot roster now contains the encouraging total of 335,000 with scores making application each day."

3-billion Dollar Industry—Mr. Stern pointed out that the predictions, if realized, will add up to a three-billion dollar industry by 1955, with manufacturing getting, roughly, a little less than 2 billion dollars, and operations—including scheduled, non-scheduled and airport services—a little less than one billion. The remainder, about 5% will be government expenditures, primarily on airports and airways.

In discussing the activities of the Civil Aeronautics Administration, Mr. Stern said that too often the CAA is represented as an army of inspectors, sniffing hungrily about for violations of the rules governing aircraft and airmen. Very few realize that the whole Safety Regulation staff of CAA, clerks and all, account for only 8% of total CAA personnel.

404 Safety Inspectors—"To check more than 40,000 aircraft, the CAA employs 124 inspectors," he said. "We have only 200 inspectors to serve almost 300,000 pilots, not to mention other airmen, and we have only 80 inspectors to check factory production that is hitting a rate of 30,000 a year.

"So this tremendous army of inspectors shrinks down to a total of approximately 400 assigned to all types of safety regulation inspection.

"The great bulk of CAA employees are engaged not in regulation, but in providing a *service* to all who fly, by constructing, operating and maintaining aids to aerial navigation. To provide airport traffic control at more than 100 airports and airway traffic control, radio navigation and communications services over 40,000 miles of airways on a 24-hour a day basis

is a big job—a job which necessitates the services of more than 8,000 employees, or about 80% of CAA's personnel.

"At the moment, we have only 200 or so employees working on airports, but this phase of our operations obviously will have to be expanded as a result of the recently signed Federal Airport Act. Under this authorization we hope to make another substantial contribution to the growth of civil aviation in the United States, equalling or surpassing the boost we gave civil flying through the Civilian Pilot Training Program."

New Activities—"We are proceeding in many new ways to spur the growth of flying. I speak of such CAA activities as the development, through contracts, of improved personal aircraft and equipment. There was a great hue and cry raised about competition with private enterprise when this was proposed. Now that the shouting has died down and everybody realizes that the CAA is not going into the business of manufacturing airplanes, some really beneficial results are being obtained. As an example, the Fairchild Corporation, working under a CAA contract, has developed a castered landing gear that looks very promising for cross-wind landings on one-strip fields.

"I direct your attention to such CAA activities as the modernization of the airways with Very High Frequency radio and instrument landing facilities. Large sums of money are needed to carry out this program on an accelerated scale to make up for the four-year war-time postponement, and to those unfamiliar with the problem, the amount may seem staggering. In terms of the economic benefits in the form of greater regularity of flying, however, these facilities ultimately will repay their cost.

"As further assurance that our program will most effectively serve the broad interests of aviation, the Administrator, Dr. Wright, upon assuming his duties 20 months ago, brought into existence the Non-Scheduled Flying Advisory Committee. This provides a regular channel for the industry to exchange ideas with the CAA and so arrive at a logical determination as to what the CAA can do to serve and promote industry as a whole. Seven members of this committee are regionally selected leaders in private flying activities, and five represent aircraft manufacturers, the airlines, the aviation consumers, the fixed base operators, and state aviation officials.

"Thus, this committee provides all of the flying public and the various branches of the aeronautical industry with a direct voice in the formulation of regulations and the planning of CAA operations. The members themselves will testify to the important and excellent results achieved."

Delegating Responsibility—"The CAA turned a great deal of responsibility over to the industry itself by appointing hundreds of industry representatives to inspect aircraft and administer pilot competency tests, and by relieving the manufacturers who hold CAA production certificates of the necessity of having each aircraft inspected by one of the all too few and over-burdened CAA technicians. To these manufacturers was granted the authority to nominate inspection representatives from their own staffs.

"Extending its efforts to work with all who are attempting to advance aviation, it has sought and obtained the cooperation of the state aviation officials in a constructive program of state aviation promotion and enforcement without creating burdensome and stifling regulations."

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Secretary of Commerce

Civil Aeronautics Administration
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CAA Missions Make Surveys In Colombia, Turkey, Lebanon

A three-man Civil Aeronautics Administration mission has just returned from Bogota, Colombia, while two other CAA experts have finished their reports on a survey of airports and airways recently completed in Turkey and Lebanon, according to A. S. Koch, Assistant Administrator for Field Operations.

Assigned to Bogota to make a three-week survey of Colombian aviation at the request of that government were O. K. Haley, who has been in Mexico City supervising an aviation training program; Harry G. Tarrington, Chief, CAA Division of International Activities; and Pietro Vigna, airways engineer from CAA Atlanta headquarters.

The survey in Turkey and Lebanon was made over a two-month period by Isaac Ledbetter, CAA civil engineer dealing with airport and airway problems, and Hiram Broiles, CAA air carrier inspector.

They recommended programs—accepted in general by both governments—for new construction and facilities to bring airway and airport systems up to international standards.

Ledbetter and Broiles advised the Turkish government on the facilities that would be needed for safe operation by American flag air carriers newly certified to serve Ankara and Istanbul, and in Lebanon made recommendations for a proposed international airport at Beirut. They inspected ten Turkish airports during their stay in that country.

Other CAA missions are now in Brazil, where Cloyce J. Tippett is standardizing in training of Brazilian flight instructors, and in Venezuela, where Carl Posey is assisting in airport planning.

Since the Office of Field Operations was established under Mr. Koch about a year ago, it has had more requests from foreign governments for visits by CAA technicians than could be handled with the available staff and funds. In addition, it has arranged inspections of U. S. facilities and methods by aviation officials of China, Peru, India, Australia, and many other countries.

Colorado Air Head Job Open

The Colorado State Civil Service Commission at Denver is receiving applications for the position of State Aeronautical Director until September 15. The position pays a starting salary of \$5,000 a year, and citizens of any state are eligible. Applicants must have held a pilot certificate for five years, or must have flown 1,000 hours. In addition, a degree in aeronautical engineering, or a satisfactory combination of experience and education is required.

CIVIL AERONAUTICS JOURNAL

CAB Defines "Nonscheduled" Service; Offers Sample Action in Two Cases

In four separate actions taken last month, the Civil Aeronautics Board gave air carriers operating without certificates a clear-cut definition of "nonscheduled" transport. The first and most important decision now facing the operators who have been flying so-called "nonscheduled" services is to apply the Board's definition of such operations to their own services and determine whether or not they are scheduled or nonscheduled.

First Application—In the first application of the line of demarcation drawn between the two types of service, the Board issued two decisions finding the operations of Page Airways and Trans-Marine Airlines to be in violation of the Civil Aeronautics Act. The companies were ordered to cease and desist from engaging in scheduled air transportation.

The proposed economic regulations, now being circulated for comment, contain a revised set of regulations which, if adopted, will apply to the carriers whose interstate operations still fall in the nonscheduled class.

Immediate registration of nonscheduled operators was called for in an opinion culminating Board investigation of nonscheduled air service.

These actions are entirely separate from the Board action of May 3 which established Part 42 of the Civil Air Regulations authorizing the issuance of operating certificates for safety purposes to nonscheduled air carriers, commencing August 1, 1946.

Nonscheduled Definition—The Board declared that the distinction between scheduled air carriers and nonscheduled air carriers, if properly understood and applied, is a fundamental one and serves as a basis of distinction between two different types of service having different regulatory problems.

A scheduled air carrier operates on a scheme or plan under which, within the physical limitations of equipment and facilities, a definite amount of service is constantly available to the traveling public, and is held out as such through a course of conduct in maintaining reasonably regular service, filing of schedules and tariffs, advertisements, etc.

Nonscheduled service, the Board declared, has a far more restrictive meaning than the mere absence of a published time-table. The irregularity of service necessary to exemption from full economic regulation is that which does not, either directly or indirectly, lead the public to believe that between given points a reasonably certain number of flights per day or per week, or flights at approximately certain times or on certain days, may be anticipated with a reasonable degree of assurance.

Are Scheduled Carriers—The Board expects there will always be borderline cases in nonscheduled service when the applicability of a regulation or exemption order is determined by the type of service offered. The Board declared that "our decisions in the Page and Trans-Marine cases, and the foregoing indication of our views in general, will provide assistance in this respect which has not heretofore been available."

In the Page Airways case the Board found that Page operated a substantial number of schedules between Rochester, N. Y., Washington, D. C., and Miami, Fla.; that the number of "contract" passengers carried was relatively small compared with the number of general public passengers hauled; that Page engaged various travel agencies and employees who actively participated in making the necessary arrangements for carrying public passengers and cargo, and that as long as space was available no member of the public was denied accommodations.

Trans-Marine Airlines, the Board found, has been providing a regular service between the terminal points Hyannis, Mass., and La Guardia Field, New York, via the intermediate points Martha's Vineyard and Nantucket, Mass., and that the nature of its advertisements and other contracts with the public

resulted in a holding out of a regular service, or at least one that operated with a degree of regularity contrary to the provisions of the exemption order. The Board made particular note in both cases of the use of the word "Airlines" and "Airways" in the company's name as indicative of a holding out to the public of a regularly operated air transport service.

The Board found that both Page and Trans-Marine were air carriers engaged in air transportation within the meaning of section 401 of the Civil Aeronautics Act; that both have not been nonscheduled within the meaning of the nonscheduled exemption order, section 292.1 of the Economic Regulations; and ordered both to cease and desist from engaging in air transportation in violation of the Act and the Board's regulations.

Tremendous Growth—In its opinion in connection with its nonscheduled investigation the Board pointed out that when section 292.1 of the Economic Regulations was adopted in 1938 nonscheduled air transportation was of limited economic significance. However, wartime stimulus to aviation, enlarged manufacturing capacity, more general acceptance of air transportation, and the availability of surplus aircraft foreshadowed a tremendous growth in non-certificated operations, and on July 26, 1944, the Board instituted an investigation of nonscheduled air services, and held a public hearing in March 1945. The great majority of nonscheduled air services were inaugurated after the close of the war and were not represented at the public hearing, the Board said, and therefore, the present proceeding had not developed the full factual basis which the Board customarily requires in making determinations of regulatory policy.

For that reason the Board continued in effect the nonscheduled exemption order, section 292.1 of the Economic Regulation under Title IV of the Act with exception of an amendment requiring such air carriers to register and file information concerning the extent of their services. More extensive revisions have been incorporated into the proposed new regulation.

"The data which will be available to the Board as a result of the registration requirements and comments on the proposed further revision of the exemption order will provide firmer foundation for permanent regulation," the Board said.

CAA Airport Officials Honored

Four CAA officials received high honors at the annual convention of the American Association of Airport Executives held in Chicago. Hervey Law, Administrator of the Washington National Airport, was elected second vice president of the association for the ensuing year. For outstanding contributions to aviation and airports during 1945, honorary lifetime membership in the organization was given to Charles B. Donaldson, CAA Assistant Administrator for Airports; S. E. Travis, Jr., Superintendent of Airports in the CAA Fourth Region, and George R. Borsari, CAA Airport Liaison Division.

Board Answers to Questions On Non-certificated Service

The Board has issued the following answers to specific questions to further clarify the requirements for non-certificated operations.

Q. What is the status of "contract carriers"?

A. Whether scheduled or nonscheduled, they are not subject to the Board's economic regulatory powers. Except for aircraft and airman safety requirements and air traffic rules, relevant provisions of the Act apply only to common carrier operations. Contract or other non-common carriers are not affected by Part 42 of the Civil Air Regulations or by the exemption regulation (existing sec. 292.1). Contract carriers, however, should fully inform themselves as to the circumstances whereby common carriage may evolve from what initially is a contract operation.

Q. Are intrastate carriers regulated?

A. If the operations, whether scheduled or nonscheduled, are solely within a single state and do not involve carriage of interstate traffic, they are not subject to the Board's economic jurisdiction. Such intrastate carriers must observe aircraft and airman safety requirements and air traffic rules but are not required to obtain air carrier operating certificates.

Q. How is "charter service" regulated?

A. The term is too loosely used to have significant legal meaning. The tests are whether the operations are (a) interstate, (b) common carriage, and (c) scheduled. Most operations described as "charter service" appear to involve interstate common carriage but may be scheduled or nonscheduled depending upon the scope and regularity of operations between any two given points.

Q. Is there any special authority for services between two points not served by regularly scheduled airlines?

A. No. Under the exemption regulation, nonscheduled service may be performed between any two points whether or not such points are served by a certificated air carrier. Scheduled service may not be performed until the operator has been issued a certificate of public convenience and necessity authorizing such service.

Q. Will the proposed new exemption regulation put nonscheduled operators out of business?

A. No. The proposed amendment No. 3 of section 292.1 does not materially differ from the existing exemption regulation insofar as it relieves nonscheduled operators from obtaining certificates of public convenience and necessity. It is proposed, however, that larger nonscheduled operators be required to comply with certain other provisions of Title IV of the Act concerning tariffs, rates, carrier relationships, etc. This proposed regulation is in tentative form. Comments are invited from all interested persons and will be considered in drafting the regulation for final adoption. Extensive regular services, even though represented to be "nonscheduled," have never been authorized by the Board in any manner other than by issuance of a certificate of public convenience and necessity as required by the Act.

Q. What is the 10-trips-per-month rule?

A. The proposed regulation would regard a service involving more than 10 round-trips per month between the same two points for a period of two consecutive months as a scheduled operation, unless due to unusual, emergency, or non-recurring conditions.

(See Board Answers, page 99)

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Board Decision in New England Case Adds Carrier; Extends Air Service

In the fourth regional case to be settled, Board decision in the New England Case authorized one new local carrier, E. W. Wiggins Airways, Inc., to serve four routes on a temporary three-year certificate. Service to additional cities in the New England area was granted three existing carriers, North-east, Colonial and Eastern.

E. W. Wiggins Airways, a Massachusetts corporation organized in 1930, has been engaged in charter and instructional flying and other fixed-base activities centering in New England since 1932. During the war the organization trained pilots, on a large scale, in the war training service program and also engaged in the manufacture of parts and construction of assemblies for Army helicopters as a sub-contractor. The company may continue its fixed-base and manufacturing activities in conjunction with the local service system, the Board has decided.

Three of the local service routes granted Wiggins are between Albany and Boston with stops at comparatively large, close-together cities. Mileage for the three routes is about 500 miles.

On the trade route which follows a line close to the northern boundary of Massachusetts are Adams-

North Adams, Greenfield, Orange, Fitchburg and Lowell, Mass. Intermediate cities on the more southerly trade route are Pittsfield, Northampton, Springfield, Southbridge, Worcester and Framingham, Mass. Size of the cities, along with the concentration of towns, which impedes the flow of surface traffic, justifies a try-out of local service over these routes, the Board said.

The third route with stops at Lawrence, Mass., Manchester and Keene, N. H., and Bennington, Vt., gives these cities direct service to Albany and Boston.

The fourth route granted Wiggins Airways is between Boston and Springfield with stops at Hartford and Willimantic, Conn., Providence, R. I., and Taunton and Brockton, Mass. This route, the Board said, will provide an opportunity to determine the extent to which feeder service can augment trunkline service already established between three major cities separated by relatively short distances as are Hartford, Springfield and Providence. These cities are now served by American.

The extensive additions made to the route pattern of Northeast, a regional carrier geared to New England service, and the new service granted Colonial and Eastern are shown on the map below.



Report Draws Up New Service Pattern For Southeast Area

Establishment of extensive new and additional air service in nine states is recommended in a report on the Southeastern States Case by Board Examiners Ross I. Newman and Curtis C. Henderson.

Southern Airways Inc., Commonwealth Air Transport Co., Piedmont Aviation Inc., and State Airlines Inc., are recommended for local-feeder service routes. Additional service is recommended for American Airlines, Delta Air Lines, Eastern Air Lines, Pennsylvania Central Airlines and TWA.

The Southeastern Case area includes Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi and portions of Ohio, Indiana, Florida, Missouri and Maryland.

Lacks East-West Service—With the Appalachian range running northeast-southwest through this region, air transport is needed to furnish direct east-west service across the mountains which surface transportation does not now provide, the report points out. Dominant rail and highway routes run north and south, and much of the service is slow and circuitous.

Best rail time between Chattanooga and Raleigh is 17 hours 15 minutes and best bus time 23 hours 30 minutes, while an air time of 2 hours 30 minutes has been proposed between these cities.

Southern Airways—Local-service routes recommended for Southern Airways lie principally in Alabama and Georgia. The president and director also heads five other companies which have been engaged in aircraft and engine sales, service, overhauling, and charter instruction. The applicant expects to use these facilities for the maintenance and overhauling of aircraft. With one exception each of the officials in the company is a licensed pilot, and all have had administrative or executive experience in aviation enterprises.

Commonwealth Air Transport—Commonwealth Air Transport, new carrier applicant recommended for service in Tennessee, Kentucky and West Virginia, proposes local service in Kentucky which will make up for the state's inadequate surface transportation and also connect Kentucky cities with surrounding trade and industrial centers such as the coal regions of southern West Virginia and the tobacco communities of North Carolina. No single rail carrier now serves the state from east to west.

Piedmont Aviation—Piedmont Aviation has operated as a fixed-base operator at Winston-Salem since 1940 and has engaged in charter operations, aircraft rentals, sales, overhauls, repairs and flight instruction.

In 1944 Piedmont flew 41,875 miles in charter operations, and 26,000 miles in the first 5 months of 1945 without accident. These operations were largely in North Carolina and Virginia where the report recommends that Piedmont give local service to Piedmont area cities from Winston-Salem, N. C. to Roanoke, Va., and Roanoke to Washington, D. C. and Norfolk, Va.

State Airlines—State Airlines, founded in 1939, has operated a charter flying service based at Charlotte, N. C. since 1941. The president has devoted all his time to the affairs of that company and to research in the problems of air transportation in the southeastern region since 1939. At present, nine persons are associated with the company.

Recommended routes for State would bring local service to about 29 cities in North and South Carolina with one route extending from Louisville, Ky., to Wilmington, N. C. through Bristol, Va.-Tenn. State proposes use of DC-3's.

Flying Biologists Match Migrations Of Birds in Making Survey Trips

Migrations of game birds which range over the length of North America are being closely paralleled by the airplane flights of government biologists. The scientists, members of the staff of the Fish and Wildlife Service, Department of the Interior, now are taking inventory from the air of wild ducks and geese in their summer breeding grounds. Their findings will be used in determining the length of the hunting season and establishing bag limits for U. S. hunters next winter.

Use Planes Like Autos—The "flying biologists" pilot the planes they use, just as they have driven automobiles on field trips.

To cover large areas, reach inaccessible tracts and keep a more accurate check on waterfowl, big game animals and fish stock, the Fish and Wildlife Service has been making use of planes for some time, according to Albert M. Day, Director of the Service.

Planes have been used by the Service in Alaska for the past 15 years, replacing the dog sled for inland survey and patrol work and supplementing use of boats on the waterways and coastal areas.

Buys 10 More Planes—This year the Service is expanding its air equipment, and thereby its range in ground covered and information gained, by the purchase of ten surplus war planes which will provide special type planes for various jobs. Until now its five-plane fleet has been based in Alaska and has consisted mainly of short-range 4-place Fairchild's.

Five of the newly purchased planes will be added to the Alaskan fleet and five will be used for field work in the States. Heretofore, the Service has been renting or leasing planes for special jobs in the United States.

Air Work in Alaska—Addition to the Alaskan fleet of two Noorduyn Norseman 7-passenger planes with a range of around 1200 miles will make possible this summer the first extensive survey of the waterfowl population in the interior of Alaska. Equipped with pontoons, these craft can also be used to patrol fisheries along the coast.

The other planes acquired for Alaskan use are a Grumman Goose, two-motor amphibian used by the Navy as a rescue plane, and two Vultee L-1's, 165 hp, 4-place models with slow landing speeds which adapt them for landing on small Alaskan fields.

The amphibian will be used for fishery patrol work in the Alaska Bay area and for observation of the sea otter herds which narrowly escaped destruction at one time. The season has been completely closed on sea otters for many years. A count by the air census takers will show the Service how successful their protection has been in encouraging them to stage a comeback.

Observation of big game herds, such as caribou, moose and buffalo, is another specialty use for planes in the Alaskan territory. From a plane, accurate count can be made of the big game animals.

To Cover U. S. Flyways—Four of the U. S. based planes which will be used to cover the main bird "flyways" in the country and to protect the waterfowl and deer refuges, are Stinson L-5's, 145 hp, 2-place planes, a grasshopper type used for observation purposes by the Army. The fifth is a Luscombe, 65 hp, 2-place plane.

Flyway Biologist Harold Peters, with his base at Charleston, S. C., will use one of the planes to make observations along the U. S. Atlantic coast during the wintertime and estimate the number of birds which winter there. Next month he will take off for New Brunswick, Canada, where he will spend the rest of the summer observing the hatches in the marshes to see how the birds are thriving, and estimate next season's flock.

Flyway biologist for the Mississippi area is Bob Smith with headquarters at Winona, Minn. He will observe the summer breeding grounds for game birds in the Canadian provinces of Alberta, Saskatchewan,

Manitoba and the Great Lakes Area. Based in Brownsville, Tex., Flyway Biologist Dr. George Saunders will use his plane to survey the bird population in the Gulf of Mexico and West Indies in the winter after they get south. The Luscombe plane will be used to patrol the National Wildlife Refuge in the Florida Everglades and survey the Florida and Gulf areas.

A variety of uses is mapped out for the plane based near Minot, N. D. There are 75 waterfowl refuges in North Dakota, South Dakota and Minnesota to be patrolled for illegal hunting and maintenance of water areas. In line with this work, the plane will be used to check on spring runoffs to see if dams are holding. Shooting coyotes from the plane and spotting their dens and taking census on the deer are other jobs in this area.

Plane Herds Ducks—Herdng ducks off the rice fields is one of the unusual but effective uses the Fish and Wildlife Service has found for the plane in north central California. In the past the birds settling in large numbers on the fields did a great amount of damage to the rice crops—a million dollars' worth one year. To save both the ducks and the rice, the Service bought or leased areas of land in the heart of the rice belt and planted their own rice.

Now when the ducks start to land on private fields, hand grenades are dropped from the plane to startle them back into flight. The plane then herds them into the areas set aside for them. The ducks learn quickly, Mr. Day reports, and loss to the rice crops has been reduced to practically nothing.

Corral Antelope—In Texas the plane has replaced the saddle horse in the job of corraling and trapping the antelope which the State Fish and Game Department wants to move from one section to another. In maneuvering the antelope into a fanlike enclosure and thence into the mesh trap in the center the Department has found the plane a better match than the horse for the fleetness of the antelope.

The State Fish and Game Department in mountainous Colorado also has been making use of the advantages the plane offers in surveying and counting its deer and elk populations.

Besides making full use of its newly acquired fleet, the Fish and Wildlife Service will continue to hire planes for special jobs, Mr. Day said. Every two years, for example, it cooperates with the U. S. Forest Service and the Wyoming Fish and Game Department in taking a count of the large elk herd of around 15,000 elk which winters at Jackson Hole in western Wyoming.

Board Creates Counsel Post As Safety Enforcement Aid

The duties of the newly created position of Assistant General Counsel—Safety, Civil Aeronautics Board, were assumed July 1 by Merrill Armour, who has served as chief of the Safety Section of the General Counsel's office since 1942.

The Board said the new position of Assistant General Counsel—Safety was created because of the increase in the duties and responsibilities of hearing and reviewing disciplinary cases involving enforcement of safety regulations.

Designated Examiners To Give A & E Ratings

In a new program to speed up certification of airplane and engine mechanics, the CAA will designate mechanic examiners from the industry.

The goal has been set at 500 before next January, in order to keep up with the current flood of applications for aircraft and engine ratings. Since the close of the war, veterans released from the services and others have been applying for mechanic certificates at the rate of about 500 a month, which is double the previous level.

The designated mechanic examiners will be selected and recommended by CAA inspectors in the various field offices. The mechanic examiner, when designated, may charge a maximum fee of \$7.50 for each aircraft or engine examination given. He will be authorized to give the practical and oral portions of the examinations after the written portion has been completed successfully under the supervision of a CAA inspector.

Work of the designated mechanic examiner will be closely supervised and spot-checked from time to time by the CAA inspector under whose direction he is working.

The main requirements for designation as a mechanic examiner are that he must: (1) Be at least 23 years of age. (2) Have held a mechanic certificate for at least three years (five years desirable). (3) Have been active continuously in the capacity in which he is to be designated for a three-year period, or in an activity considered an equivalent. (4) Be in a supervisory capacity at a fixed base of operation and have the necessary equipment to give the examinations. (5) Have a good record with respect to ability and judgment as a mechanic, and be highly respected in his community.

The program of designating mechanic examiners is an extension of previous efforts to speed CAA service by delegating responsibility to the industry. Pilot examinations and aircraft inspections already are performed under such arrangements.

United to Provide Air Service From Coast to Catalina Island

United Airlines will operate the Catalina Air Transport route between Los Angeles and Long Beach, Calif., and Catalina Island, about 22 miles off the coast of Southern California, through agreements between the two companies which have Board approval. All profits and losses of the operation are to be United's.

Catalina's service to the Island has been suspended since July 23, 1942, and the carrier is experiencing difficulty in obtaining equipment to resume operations. It also had difficulty in the past in providing service between the mainland and the Island. The carrier contends that United, with its operating resources and prestige as a transcontinental carrier, can better meet the varying demands of traffic and will more quickly gain public confidence in recognized regular service to and from the Island.

The agreement is to continue in effect until December 31, 1946, and from year to year thereafter, unless it is terminated on that date, or on December 31 of any subsequent year, after three months' notice by either company.

United anticipates that two round trips daily from Los Angeles via Long Beach will meet traffic demands during winter months. During the summer months United plans four or more daily round trips from Long Beach and as many as 14 or more daily round trips between Los Angeles and the Island. The demands of traffic not met by regular schedules will be accommodated by extra sections.

French and Canadian Carriers are Issued Foreign Air Permits

Four foreign air carrier permits have been issued to Air France, the carrier designated by the French government to operate France's international air services, and five have been issued to Trans-Canada Air Lines by the Civil Aeronautics Board.

The permits, approved by the President, authorize foreign air transportation of persons, property, and mail to cities in the United States or territories.

Air France to 4 U. S. Cities—Air France may operate between: (1) A terminal point in France and the co-terminals Boston, Mass., New York, N. Y., and Washington, D. C. (2) A terminal point in France and Chicago, Ill. (3) A terminal point in Martinique to a terminal point in Haiti, with intermediate stops in Guadeloupe, Antigua, San Juan, Puerto Rico, and in the Dominican Republic. (4) A terminal point in Indo-China and Manila, Philippine Islands.

Two U. S. Carriers to France—The bilateral air transport agreement between the United States and France, signed in Paris March 27, gives France the right to conduct air transport services by one or more air carriers designated by France on specified routes which cross or serve commercially the territory of the United States. The United States, in return, enjoys corresponding rights with respect to specified routes to be served by American air carriers. At the present time, two American air carriers, TWA and Pan American Airways, serve points in France from the United States.

Air France's first flight was made to Washington, D. C., June 25, in a DC-4.

Trans-Canada Terminals—Trans-Canada may operate between the following: (1) Halifax, Nova Scotia, Canada and Boston, Mass.; (2) Toronto, Ontario, Canada and Cleveland, Ohio; (3) Toronto, Ontario, Canada and Chicago, Ill.; (4) Port Arthur, Ontario, Canada and Duluth, Minn.; (5) Victoria, British Columbia, Canada and Seattle, Wash.

Trans-Canada's permits will terminate at the expiration of the Agreement for Civil Air Transportation, which became effective between Canada and the United States on Feb. 19, 1945. The Board said it reserved the right to revoke the permit at any time if the holder allows any of the operations authorized to be conducted by any person other than the holder without first obtaining approval of the Board.

Toronto-New York Route—Trans-Canada now operates an international route into the United States between Toronto, Canada, and New York City, and also holds a foreign air carrier permit to operate between Whitehorse, Yukon Territory, and Fairbanks, Alaska. Six American air carriers, American, Colonial, Northeast, Northwest, United, and Western, together serve eight different Canadian cities.

The Board said that the operation procedures followed by Trans-Canada are in all respects comparable to those followed by certificated airlines in United States, and that Trans-Canada has purchased and will soon have in operation additional American-made Douglas DC-3 transport aircraft.

Ecuador City on Panagra Route

Panagra has Board authorization to include Riobamba, Ecuador, as an intermediate point on its route from Cristobal, Canal Zone, to Buenos Aires, Argentina. Riobamba will be a new stop between Quito and Guayaquil, Ecuador. This city is the fourth largest in Ecuador, and rail and highway connections are difficult and slow. The Government of Ecuador expressed special interest in establishing air service to Riobamba, the Board said.

JULY 15, 1946

Landis Takes Office As New CAB Chairman



L. Welch Pogue (left) turns over chairmanship of the Civil Aeronautics Board to James M. Landis (right).

James M. Landis, Dean of the Harvard Law School, was sworn in June 19 as Chairman of the Civil Aeronautics Board, replacing Chairman L. Welch Pogue, who resigned to enter the private practice of law. The oath of office was administered by Judge Harold M. Stephens, Associate Justice of the United States Circuit Court of Appeals of the District of Columbia.

Mr. Landis has served the federal government in important positions since 1933 when he was appointed a member of the Federal Trade Commission. In 1934, President Roosevelt named him as a member of the Securities and Exchange Commission, and in the following year designated him chairman, a position he held until 1937 when he resigned to become Dean of the Harvard Law School.

Since 1937, he served successively as a member of the National Power Policy Committee; member of the President's Emergency Board on National Railway Strike, 1938; Special Trial Examiner for United States Department of Labor, 1939; Consultant to Advisory Committee, Council of National Defense, 1940; and as a Consultant to the War Department in 1941. During the war, Mr. Landis was Director of the Office of Civilian Defense, and in 1943 became American Director of Economic Operations in the Middle East with the personal rank of Minister. In 1946, the President appointed him a trustee of the Franklin D. Roosevelt Library.

In 1921, Mr. Landis received an A.B. Degree from Princeton; in 1924 and 1925 he received the degrees of LL.D. and S.J.D. (Doctor of Juridical Science), from Harvard Law School. He received an honorary LL.D. from the Fouad University of Cairo, Egypt.

After serving as Law Clerk to Associate Justice Brandeis of the United States Supreme Court, Mr. Landis returned to the Harvard Law School as a member of the faculty, where he taught from 1926 to 1934, first as Assistant Professor of Law, and later as Professor of Legislation.

Mr. Landis is the author of Cases on Labor Law, 1934; and (with Felix Frankfurter) the Business of the Supreme Court, 1937; and the Administrative Process, 1938. He is a Member of the American Academy of Arts and Sciences; Phi Beta Kappa, and Delta Sigma Rho. He was born September 25, 1899, in Tokyo, Japan.

Mr. Pogue, who has been with the Civil Aeronautics Authority since its formation in 1933, was appointed Board Chairman in January 1942.

CAA Seeks Former Flight Surgeons To Give Physicals

Completion of a mail canvass of 3,200 former military flight surgeons, with a view to making it more convenient for commercial pilots to obtain medical examinations, is announced by the Aviation Medical Service of the Civil Aeronautics Administration.

Those surgeons who have or will obtain the necessary test equipment will be designated upon request, to give physical examinations for commercial pilots, and where the demand exists, for airline pilots.

Continued efforts will be exerted to designate examining physicians in order to cover adequately large centers of population where there is a scarcity of such designates.

There now are approximately 980 designated medical examiners, of whom 150 are World War II flight surgeons designated by the CAA after their release from active duty.

The Aviation Medical Service also has designated 650 ophthalmologists to give the recently added eye refraction phase of the commercial pilot medical examination.

Examiners giving the general test only will be permitted to charge a maximum fee of \$8 for the original examination. The ophthalmologist's maximum fee is \$7 for the eye examination, including refraction, which is given only once. In some cases, the same man will give both tests, the total original maximum fee that may be charged being \$15. Maximum fee is \$10 for renewal examination, given in its entirety by the general examiner.

The requirement for a refraction of the eye applies only to new applicants for commercial pilot certificates, and is not retroactive to those who previously qualified without it.

The fee for the original and semi-annual physical examination for the airline transport pilot is now \$15.

Private pilot medical examinations can be given by any registered physician with no fee established by the CAA.

American Has Board Consent For Direct Nonstop Service

American Airlines' applications for nonstop air service between 12 pairs of points have been approved by the Civil Aeronautics Board. Over route 4 the carrier may provide direct nonstop service between Los Angeles and Tulsa, Los Angeles and Oklahoma City, Tulsa and Phoenix, Tulsa and Tucson, Oklahoma City and Phoenix, and Oklahoma City and Tucson; over route 30 between Chicago and Tulsa, and Chicago and Oklahoma City; and over route 23 between New York and Tulsa, New York and Oklahoma City, Washington and Tulsa, and Washington and Oklahoma City.

To forbid nonstop services where traffic can support them, the Board stated, would be to hobble air transportation and prevent the exploitation of one of its principal advantages over surface transportation.

The airline, however, will not be permitted to make operational stops between the two terminals at any point for which it isn't already certificated, except in emergencies. Indiscriminate operational stops at points on the routes of other carriers, under guise of nonstop operations, would inevitably lead to piecemeal dissipation of our domestic air pattern, the Board pointed out.

The Board said it appears most probable that because of the length of the flights all of American's nonstops will be operated with four-engine equipment, such as the DC-4 and DC-6.

Airline Orders

Service

No. 4773 permits Northwest Airlines to inaugurate on May 15, nonstop service between Portland, Ore. and Billings, Mont., on route 3. (May 15)

No. 4774 permits American Overseas Airlines to inaugurate on May 18, nonstop service between Amsterdam, Holland and Frankfurt-am-Main, Germany on route FAM-24. (May 15)

No. 4775 permits Pan American Airways to intervene in the applications of Linea Aerea Taca de Venezuela, C. A. and Linea Aeropostal Venezolana for foreign air carrier permits. (May 15)

No. 4780 dismisses, upon the request of Texas-New Mexico Airlines, their application—Docket 2213. (May 16)

No. 4781 permits the Cities of Raleigh and Durham, N. C. to intervene in the Boston-New York-Atlanta-New Orleans Case—Docket 730 et al. (May 16)

No. 4782 denies petitions of the Cities of Monroe, West Monroe, La. to intervene in Docket 730 et al. (May 16)

No. 4783 permits the Havre Chamber of Commerce of Havre, Mont., to intervene in the Chicago-Seattle Area proceeding—Docket 1602 et al. (May 16)

No. 4785 permits the Minneapolis-Saint Paul Metropolitan Airports Commission to intervene in Docket 1602 et al. (May 20)

No. 4790 amends certificates of United Air Lines for routes 1 and 11, American Airlines for route 4, and Western Air Lines for route 63; orders that certificates be issued to West Coast Airlines, Empire Air Lines and Southwest Airways Co. for 3 years with the provision that the 3-year period shall commence either 6 months from the date of issuance of the certificate or the date that the carrier commences service, whichever date is first; approves consolidation of Southwest Airways Company, Southwest Airways, Inc., and Southwest Airways Corp.; approves application of Albert L. Zimmerly re acquisition of control of Empire Air Lines, Inc., subject to certain conditions; defers application of Northwest Airlines insofar as it seeks an amendment of its certificate for route 3; dismisses applications of Roy F. Owen Co. and Western Washington Airways; denies applications of Southwest Airways Co., West Coast Airlines, Inc., Western Air Lines, Inc., and Northwest Airlines in all other respects. (Issued with an opinion—May 22)

No. 4791 grants Pan American Airways petition for leave to intervene in the application of Air France for a foreign air carrier permit. (May 21)

No. 4792 permits American Overseas Airlines to serve Frankfurt-am-Main, Germany, on May 18, through the use of Rhe'n Ma'n Airport. Use of airport subject to War Dept. approval. (May 21)

No. 4793 grants American Airlines a permanent certificate to engage in air transportation between the terminal point Mexico City, Mexico, and the intermediate point Monterrey, Mexico, and (a) beyond Monterrey the terminal point El Paso, Tex., and (b) beyond Monterrey the intermediate point San Antonio, Tex., and the terminal point Fort Worth-Dallas, Tex.; orders that service to San Antonio shall be provided only on flights originating or terminating at Mexico City and at Fort Worth-Dallas or points north thereof. Grants Braniff Airways a permanent certificate to engage in air transportation between the co-terminal points San Antonio, Tex., and Laredo, Tex., the intermediate point Monterrey, Mexico, and the terminal point Mexico City. Grants Braniff Airways a permanent certificate to engage in air transportation between the terminal point Houston, Tex., the intermediate points Havana, Cuba, Balboa, Canal Zone, Bogota, Colombia, Quito, Ecuador, Guayaquil, Ecuador, Lima, Peru, La Paz, Bolivia, Asuncion, Paraguay, and (a) beyond Asuncion, the intermediate point Sao Paulo, Brazil, and the terminal point Rio de Janeiro, Brazil, and (b) beyond Asuncion, the terminal point Buenos Aires, Argentina; orders that Havana shall be served only on flights originating or terminating at points in South America. Grants Chicago and Southern Air Lines, Inc., a permanent certificate to engage in overseas and foreign air transportation between the co-terminal points Houston, Tex., and New Orleans, La., and the intermediate point Havana, Cuba, and (a) beyond Havana, the intermediate points Camaguey, Cuba, Port-au-Prince, Haiti, and Ciudad Trujillo, Dominican Republic, and the terminal point San Juan, Puerto Rico, and (b) beyond the intermediate point Havana, the intermediate points Kingston, Jamaica, and Aruba and Curacao, Netherlands West Indies, and the terminal point Caracas, Venezuela, subject to the condition that local service shall not be rendered between Houston and New Orleans. Grants Colonial Airlines a permanent certificate to engage in air transportation between the terminal points Washington, D. C., and Bermuda and between New York, N. Y., and Bermuda. Grants National Airlines a permanent certificate to engage in air transportation between the co-terminal points Tampa and Miami, Fla. and the terminal point Havana, Cuba.

Authorizes Pan American Airways, Inc., by amendment of certificate, to operate from Brownsville, Tex., to terminal point Houston, Tex., via the intermediate point Corpus Christi, subject to the condition that local service shall not be rendered between Brownsville, Corpus Christi, and Houston. Grants Pan American Airways, Inc., a permanent certificate to engage in air transportation between the co-terminal points Houston, Tex., and New Orleans, La., the intermediate point Merida, Mexico, and the terminal point Guatemala City, Guatemala, subject to the condition that local service shall not be rendered between Houston and New Orleans. Authorizes Pan American Airways, Inc., by amendment of certificate, to engage in air transportation between the terminal points New York, N. Y., and San Juan, Puerto Rico. Authorizes Pan American Airways, Inc., by amendment of certificate (1) to serve Santiago in lieu of Antilla between Camaguey, Cuba, and Port-au-Prince, Haiti, (2) to serve Sao Paulo, Brazil, between Rio de Janeiro and Porto Alegre, Brazil, (3) to carry mail between Port-au-Prince, Haiti, Santiago, Cuba, and King of the Mountains, Chile, (4) to serve Balboa in lieu of Cristobal Canal Zone, and (5) to serve Caracas in lieu of La Guaira, Venezuela. Authorizes Pan American-Grace Airways, Inc., to operate nonstop service between Balboa, Canal Zone, and Buenos Aires, Argentina, via intermediate points Guayaquil, Ecuador, Lima, Peru, and Antofagasta, Chile. Authorizes Pan American-Grace Airways, Inc., by amendment of certificate, to engage in air transportation between Buenos Aires, Argentina, and Montevideo, Uruguay, subject to the condition that flights serving Montevideo shall originate or terminate at Santiago, Chile, or points north thereof, or at Salta, Argentina, or points north thereof. Authorizes Pan American-Grace Airways, Inc. by amendment of certificate, to serve Balboa

in lieu of Cristobal Canal Zone. Grants Western Air Lines, Inc., a permanent certificate to engage in air transportation between the terminal point Los Angeles, Calif., the intermediate points San Diego, Calif., and La Paz, Mexico, and the terminal point Mexico City, Mexico. Grants Eastern Air Lines, Inc., a permanent certificate to engage in air transportation between the terminal points New Orleans, La., and Mexico City, Mexico. Grants Eastern Air Lines, Inc., a permanent certificate to engage in air transportation between the terminal points Miami, Fla., and San Juan, Puerto Rico. Denies all other applications. (Issued with an opinion May 17.)

No. 4794 denies Braniff Airways application for approval of the acquisition of control of Aerovias Braniff, S. A., Docket 1360; approves T. E. Braniff's application re acquisition of control of Aerovias Braniff, S. A., Docket 1373, subject to certain conditions. (Issued with an opinion—May 4)

No. 4795 denies motion of Waterman Steamship Corp. requesting the Board to reopen the Latin American Service Case proceeding—Docket 525 et al. (May 17)

No. 4796 denies motion of W. R. Grace & Co. requesting that the Board withdraw any recommendation to the President it might heretofore have made, or hold any that it might otherwise make to the President, in the course of the Latin American Service Case, until the final decision of the Board in the further proceedings in Docket 779. (May 17)

No. 4797 permits Mid-Continent Airlines to intervene in the Chicago-Seattle Area proceedings—Docket 1602 et al. (May 22)

No. 4798 permits the Chamber of Commerce of Birmingham to intervene in the Boston-New York-Atlanta-New Orleans Case—Docket 730 et al. (May 22)

No. 4799 permits Western Airlines to inaugurate immediately, nonstop service between Idaho Falls, Idaho and Ogden, Utah, on route 19. (May 23)

No. 4800 permits American Airlines to inaugurate on May 23, nonstop service between New York, N. Y., and Rochester, N. Y., on route 7. (May 23)

No. 4801 orders that Board order entered on May 17 in the Latin American Service Case proceeding be vacated insofar as it grants or purports to grant a certificate to Pan American Airways for the route between Los Angeles, Calif. and Mexico City, Mexico; vacates certificate issued to Pan American for said route. (May 23)

No. 4802 grants the Decatur Park District, the City of Decatur, Ill., and the Association of Commerce and Doctor leave to intervene in the Great Lakes Area Case—Docket 535 et al. (May 23)

No. 4803 orders that until further order of the Board, all air carriers possessing certificates of public convenience and necessity be temporarily exempted from the requirements of Title IV of the Civil Aeronautics Act insofar as they would prevent any air carrier from engaging in air transportation, between points between which such air carrier is authorized to engage in air transportation within the U. S., of persons or property designated by the Office of Defense Transportation as of an emergency or essential nature. (May 24)

No. 4804 temporarily exempts Pan American Airways, from and after May 24, from the terms of its certificate (Order No. 4375) insofar as they would prevent Pan American from serving London, England, through the Heathrow Airport. (May 24)

No. 4805 denies petition of American Airlines for leave to intervene in the application of Arizona Airways, Inc., and Transcontinental & Western Air—Docket 2005. (May 24)

No. 4806 terminates and revokes temporary exemption granted to air carriers by Board order No. 4803. (May 27)

No. 4807 grants petition of the Chattanooga Chamber of Commerce, Tenn. for permission to intervene in Docket 730 et al. (May 24)

No. 4810 permits Delta Air Lines to inaugurate on June 1, nonstop service between Shreveport and Baton Rouge, La. and between Alexandria and New Orleans, La., on route 24. (May 27)

No. 4811 orders that an application filed by G. I. Airlines, Docket 2260, be consolidated with Docket 1602 et al for hearing on June 3.

No. 4812 permits Delta Air Lines to inaugurate on June 1, nonstop service between Chicago, Ill. and Knoxville, Tenn., on route 54. (May 28)

No. 4815 permits Pan American Airways to serve Montevideo, Uruguay immediately, through the use of Carrasco Airport in lieu of the Melilla Airport. (May 28)

No. 4816 grants Pan American Airways permission to serve Suva, Fiji Islands, on or about May 25, through the use of Nausori Field. (May 28)

No. 4817 permits Delta Air Lines to inaugurate on June 1, nonstop service between Augusta, Ga., and Charleston, S. C., and Atlanta, Ga., and Columbia, S. C., on route 24, and between Augusta, Ga., and Jacksonville, Fla., on route 54. (May 28)

No. 4831 dismisses, at the request of New England Airlines, their application for a certificate. (May 29)

No. 4832 permits United Air Lines to inaugurate on June 1, nonstop service between Sacramento, Calif. and Elko, Nev., on route 1. (May 28)

No. 4833 denies petition of the City of Shreveport, La. for leave to intervene in Docket 730 et al. (May 29)

No. 4834 permits Eastern Air Lines to inaugurate on June 1, nonstop service between Birmingham, Ala. and Washington, D. C., on route 5. (May 28)

No. 4835 permits Transcontinental & Western Air to serve Lydda, Palestine, Basra, Iraq and Bombay, India, on or about June 1, through the use of Lydda, Margil and Santa Cruz Airports, respectively. (May 29)

No. 4836 permits Transcontinental & Western Air to serve Dhahran, Saudi Arabia, on or about June 1, through the use of Dhahran Airport. (May 29)

No. 4837 permits Braniff Airways and American Airlines to intervene in the application of Essair, Inc., for amendment of a temporary certificate—Docket 2057. (May 28)

No. 4838 approves agreement entered into by United Air Lines and Catalina Air Transport providing for the performance by United of the operations authorized by the certificate held by Catalina; approves United's application requesting approval of an agreement with the Santa Catalina Island Co. providing for the commercial use by United of the Catalina Airport. (Issued with an opinion—June 3)

No. 4841 orders that Page Airways cease and desist from engaging in air transportation (a) unless and until there is in force a certificate issued by the Board authorizing Page to engage in such transportation, or (b) otherwise than in conformity with

the effective sec. 292.1 of the Board's Economic Regulations or such other amendments, regulation or Board order which may be adopted authorizing Page, individually or as included in a class of air carriers, to engage in transportation with the issuance of such a certificate. (Issued with an opinion—May 17)

No. 4842 orders that Trans-Marine Airlines cease and desist from engaging in air transportation—see order No. 4841—provisions (a) and (b). (Issued with an opinion—May 17)

No. 4845 grants the petition of Eastern Air Lines for leave to intervene in the application of Air France for a foreign air carrier permit. (May 31)

No. 4848 amends certificate held by Pan American-Grace Airways to include Riobamba, Ecuador, as an intermediate point between Guayaquil and Quito, Ecuador. (Issued with an opinion—May 15)

No. 4849 dismisses, upon the request of Braniff, their application for a certificate. (May 31)

No. 4850 denies petition of the City of Erie, Pa., for leave to intervene in Docket 730 et al. (May 31)

No. 4851 exempts Alaska Coastal Airlines, a copartnership, consisting of Marine Airways, and Alaska Air Transport, from the provisions of sec. 401 of the Act insofar as the provisions would prohibit it from engaging in air transportation of persons and property, except mail, between the terminal points Skagway and Tulequah, British Columbia; Skagway and Atlin, British Columbia; Skagway and Carcross, Yukon Territory; and Skagway and Klunene Lake, Yukon Territory; and between Juneau and Tulequah, British Columbia; Juneau and Atlin; Juneau and Carcross; and Juneau and Klunene Lake, Yukon Territory, Canada; denies applicants' request for an exemption in all other respects. (June 4)

No. 4852 temporarily exempts Wien Alaska Airlines from the provisions of Title IV of the Act, insofar as they would prevent Wien from temporarily performing the air transportation service which Ferguson Airways is authorized and required to perform under the terms of the certificate issued to it on Oct. 22, 1942; temporarily exempts Ferguson Airways from the provisions of Title IV of the Act, insofar as they would require Ferguson to render transportation service under the terms of the aforesaid certificate. (June 4)

No. 4853 dismisses, upon the request of Continental Air Lines, their application Docket 1697. (June 3)

No. 4854 grants the City of C. of the City of Birmingham, Ala., permission to intervene in the Kansas City-Memphis-Florida Case—Docket 1051 et al. (June 3)

No. 4855 permits Eastern Air Lines and the City of Houston, Tex., permission to intervene in the application of Essair, Inc., for amendment of a temporary certificate—Docket 2057. (June 4)

No. 4856 denies the petition of the Columbus C. of C. and the City of Columbus, Ohio, for leave to intervene in Docket 730 et al. (June 3)

No. 4860 permits the Cities of Atlanta, Ga., Charleston, W. Va., County Court of Kanawha County, W. Va., and Charleston, W. Va. C. of C. permission to intervene in Docket 730 et al. (June 4)

No. 4861 grants Trans-Canada Air Lines foreign air carrier permits authorizing scheduled foreign air transportation of persons, property and mail between Halifax-Boston, Toronto-Cleveland, Toronto-Chicago, Port Arthur-Duluth, and Victoria-Seaside, subject to certain conditions. (Issued with an opinion—May 24)

No. 4862 permits Eastern Air Lines to inaugurate on June 1, nonstop service between Baton Rouge, La., and Beaumont, Tex., on route 5. (June 7)

No. 4865 denies motions of Eastern Air Lines to reconsider and revoke Board order 4756 consolidating application of Delta Air Lines in Docket 2288 with Eastern's application in Docket 1971, and to reconsider and revoke that portion of order 4753 which granted Chicago & Southern Air Lines permission to intervene in the proceeding. (June 10)

No. 4866 permits National and Pennsylvania-Central Air Lines to intervene in Dockets 1971 and 2288. (June 10)

No. 4867 permits the Division of Aeronautics of the Public Service Commission of North Dakota to intervene in the Chicago-Seattle Area proceeding—Docket 1602 et al. (June 10)

No. 4868 permits the City of Nashville and the C. of C. of Nashville, Tenn., to intervene in Docket 730 et al. (June 10)

No. 4869 permits Transcontinental & Western Air to intervene in Docket 1602 et al. (June 10)

No. 4870 consolidates applications of Linea Aerea Taca de Venezuela, C. A., Linea Aeropostal Venezolana and Aerovias Venezolanas, S. A., for foreign air carrier permits. (June 10)

No. 4871 denies motion of Public Counsel requesting consolidation of the application of Arizona Airways and Transcontinental & Western Air, Docket 2005, for purpose of decision, with the Arizona-New Mexico Area proceeding, Docket 968 et al. (June 11)

No. 4872 denies petition of Eastern Air Lines for leave to intervene in the application of Braniff Airways for the alteration, amendment, modification and consolidation of their certificates for routes 9, 15 and 50. (June 11)

No. 4873 consolidates applications of United Air Lines, Dockets 2216 and 2277, requesting authority to operate nonstop services between Detroit and New York and Detroit and Allentown. (June 11)

No. 4874 grants petitions of American and Northwest Airlines for leave to intervene in Dockets 2216 and 2277. (June 11)

No. 4875 grants Air France foreign air carrier permits authorizing air transportation (1) between a terminal point in France and the co-terminal points Boston, Mass., New York, N. Y., and Washington, D. C., via certain intermediate points; (2) between a terminal point in France and the terminal point Chicago, Ill., via certain intermediate points; (3) between a terminal point in Martinique and in Haiti, via certain intermediate points; and (4) between a terminal point in Indo China, the intermediate point Hong Kong, and the terminal point Manila, Philippine Islands. Severs for further proceedings, that portion of Air France's application which is designated route 3 and applies for a foreign air carrier permit to operate from "France via intermediate points over the North Atlantic to New York and beyond to Mexico, in both directions." (Issued with an opinion—June 7)

No. 4879 denies petition of Duluth Airlines requesting that decision on those applications in the North Central case which propose service over routes similar to those proposed by Duluth Airlines, its application, Docket 1602, be deferred until Duluth's application is before the Board. (June 12)

No. 4880 approves applications of American Airlines for authority to conduct nonstop services over route 4 between Los Angeles and Tulsa, Los Angeles and Oklahoma City, Tulsa and Phoenix, Tulsa and Tucson, Oklahoma City and Phoenix, and Oklahoma City and Tucson; over route 30 between Chicago and Tulsa, and Chicago and Oklahoma City; and over route 23 between New York and Tulsa, New York and Oklahoma City, Washington and Tulsa, and Washington and Oklahoma City, subject to certain conditions. (Issued with an opinion—June 13)

No. 4883 permits Eastern Air Lines to inaugurate on June 1, nonstop services between Columbus, Ga., and Mobile, Ala.; between Columbus and New Orleans, La.; and between Brownsville and Houston, Tex., on route 5. (June 14)

No. 4884 institutes an investigation concerning an agreement by and between Railway Express Agency, Inc., and Northwest Airlines relating to the operation of an air freight business. (June 14)

No. 4885 permits Pennsylvania-Central Airlines to serve Sault Ste. Marie, Mich., on or about June 15, through the use of Kinross Army Air Field, subject to the permission of the War Dept. for the use of the field. (June 14)

No. 4886 permits Pennsylvania-Central Airlines to serve Detroit, Mich., on or about June 15, through the use of the Willow Run Airport. (June 14)

No. 4887 permits United Air Lines to serve Spokane, Wash., on or about June 1, through the use of Geiger Field, subject to the permission of the War Dept. for the use of the field. (June 14)

No. 4888 grants motion of Air Commuting, Inc., requesting severance of its application, Docket 1642, from the consolidated Middle Atlantic Area Case, Docket 674 et al.; denies motion of Island Air Ferries, Inc., Docket 2029, requesting severance of its application from Docket 674 et al. (June 14)

No. 4890 revokes temporary exemption order (No. 1851) issued Pan American Airways. This order exempted Pan Am from the provisions of sec. 401 of the Act insofar as they would have required that Pan Am render service between the terminal points San Francisco, Calif., and Auckland, New Zealand, via certain intermediate points. (June 17)

No. 4891 grants Texas Air Lines leave to intervene in the Texas-Oklahoma Case—Docket 337 et al. but denies petition that its application, Docket 2240, be consolidated with the proceeding and that the proceeding be reopened for hearing Docket 2240. (June 17)

No. 4892 permits Western Air Lines to inaugurate on June 15, nonstop services between West Yellowstone, Mont., and Ogden, Utah, and between Salt Lake City and West Yellowstone, on route 19. (June 17)

No. 4893 authorizes Pan American Airways to suspend service temporarily between Natal, Brazil, and points in Africa, on its route FAM-18. (June 17)

No. 4894 denies motion of Robinson Aviation requesting that its application, Docket 1886, be severed from the Middle Atlantic Area Case—Docket 674 et al. and be considered separately. (June 17)

No. 4896 orders that the temporary certificate issued to Essair Inc., be reissued so as to reflect the change in corporate name from Essair, Inc., to Pioneer Air Lines. (June 17)

No. 4898 permits the City of Charlotte, N. C., to intervene in the Boston-New York-Atlanta-New Orleans Case—Docket 730 et al. (June 18)

Miscellaneous

No. 4778 approves an agreement by and between American Airlines and Lineas Aereas Mexicanas, S. A. (LAMSA) relating to interline ticket agreement. (May 16)

No. 4786 approves interlocking relationships of Prescott S. Bush as Director of Pan American Airways, Inc., Pan American Airways Corp., and Pennsylvania Water & Power Co. (May 20)

No. 4787 approves interlocking relationships of Vernon F. Taylor as Director of Pan American Airways, Inc., and Pan American Airways Corp. (May 20)

No. 4788 approves interlocking relationships of Wilbur L. Morrison as Vice-president, Latin American Division—Pan American Airways, Inc., Director, Compania Mexicana de Aviacion, S. A., Vice-president, Director and Treasurer, Aeronaves d. Mexico, S. A., and Director, Compania Cubana de Aviacion, S. A. (May 20)

No. 4789 approves interlocking relationships of Henry H. Berke as Asst. Vice-president of Pan American Airways, Inc., and Pan American Airways Corp. (May 20)

No. 4809 approves interlocking relationships of William Tudor Gardiner as Director of Northwest Airlines, Inc., and Chairman, Board of Directors, Pacific Coast Co. (May 27)

No. 4827 approves joint application of Leigh R. Powell, Jr., and Railway Express Agency, Inc., requesting approval of certain interlocking relationships. (May 27)

No. 4828 approves joint application of F. D. Lemmon and Railway Express Agency, Inc., requesting approval of certain interlocking relationships. (May 27)

No. 4829 approves joint application of C. W. Van Horn and Railway Express Agency, Inc., requesting approval of certain interlocking relationships. (May 27)

No. 4830 approves joint application of Golder Shumate and Railway Express Agency, Inc., requesting approval of certain interlocking relationships. (May 27)

No. 4840 continues in effect Sec. 292.1 of the Economic Regulations, temporarily exempting nonscheduled operations from certain provisions of Title IV of the Civil Aeronautics Act of 1938; amends Sec. 292.1 so as to require registration of nonscheduled air carriers and submission of reports; withholds adoption of further revisions pending receipt of comments. (See Regulation 367, page 95.) (May 17)

No. 4843 modifies Board order No. 2862 concerning the acquisition of control by Western Airlines, Inc., of Inland Air Lines. (May 31)

No. 4844 approves joint application of William White and Railway Express Agency, Inc., requesting approval of certain interlocking relationships. (May 31)

No. 4864 rescinds that portion of order No. 1576 relating to the filing of monthly reports by Eastern and Pennsylvania Central Airlines. (June 10)

No. 4889 modifies order No. 4827 which by inadvertence omitted the specification of certain interlocking relationships as to which the applicants had made a due showing. (June 17)

No. 4902 approves application of Western and Inland Air Lines requesting approval of certain agreements for the leasing of flying equipment between Western and Inland. (June 13)

Airman Orders

Suspensions

No. 4776 suspends private certificate of John Arvid Chalbeck for 6 months because he flew at an altitude of less than 500 feet contrary to the provisions of 60.105(b) of the Civil Air Regulations and also violated sec. 60.101. (May 13)

No. 4777 suspends student certificate of James W. Braa for 60 days because he flew over the 3100 block, West Iowa, Denver, Colo., at an altitude of 200 feet. (May 16)

No. 4814 suspends student certificate of John C. Hayes, Jr. for 30 days because he flew within a vital defense area, contrary to prescribed conditions in that he did not first file a flight plan or receive approval from the responsible defense agency or command, contrary to sec. 60.951(b) of the Regulations. (May 24)

No. 4821 suspends private certificate of Wilfred R. Godard for 30 days because he flew at an altitude of 40 feet for a distance of three-quarters of a mile and within 100 to 500 feet of a home. (May 27)

No. 4822 suspends private certificate of Jonathan C. Goff for 6 months because he permitted his passenger to drop a package thereby creating a hazard to persons on the ground, contrary to sec. 43.408 of the Regulations. Goff also violated other provisions of the Regulations. (May 27)

No. 4823 suspends student certificate of John W. Ille for 6 months because he flew over a congested area of North Augusta, Ga., at an altitude of approximately 75 feet, contrary to the provisions of sec. 60.105(a) of the Regulations. He also violated other provisions of the Regulations. (May 27)

No. 4824 suspends airman certificate of H. Thomas Hilton for 60 days. Hilton held a student certificate until Jan. 14, 1946 and now holds a private certificate. On Oct. 14, Hilton piloted an aircraft from Memphis, Tenn. to New Orleans, La., outside the local flying area designated by his instructor when he had less than 10 solo flight hours and had not passed a written exam on the pertinent provisions of Parts 43 and 60, and when his student certificate had not been appropriately endorsed by a flight instructor, contrary to the provisions of sec. 43.52 of the Regulations. (May 27)

No. 4839 suspends private certificate of Frank D. Sprague until Oct. 20, 1946 because he flew at an altitude of 200 feet directly over his home in a rural area and while flying low crashed the plane into a powerline thereby involving hazard to property on the surface, contrary to the provisions of sec. 60.105(b) of the Regulations. (June 4)

No. 4846 suspends commercial certificate of Charley W. Miller because he landed a civil aircraft while carrying passengers, during the period from one hour after sunset to one hour before sunrise although he had not logged at least 5 takeoffs and 5 landings to a full stop within the 3 preceding calendar months, contrary to the provisions of sec. 20.7273 of the Regulations. (May 31)

No. 4857 suspends student certificate of Harry Keith for 9 months because he failed to make a prompt written report of an accident, contrary to sec. 01.30 of the Regulations and also violated other provisions of the Regulations. (June 4)

No. 4858 suspends private certificate of Ben A. Robinson who held a student certificate until Sept. 10, 1945 for 6 months. While the holder of a student certificate, Robinson carried passengers on two separate occasions, contrary to the provisions of sec. 20.720 of the Regulations. (June 4)

No. 4863 suspends commercial certificate with flight instructor rating of James M. White for 30 days because he taxied an airplane at about 10 miles per hour, which speed was in excess of that at which the airplane could be properly controlled. Because of the excessive speed in taxiing he lost control of the plane and collided with another aircraft thereby demonstrating a disregard for the principles of safety. (June 10)

No. 4876 suspends private certificate of Wilbur D. Bowers for 6 months because he flew in a careless and reckless manner thereby endangering the lives and property of others contrary to the provisions of sec. 60.101 of the Regulations. (June 12)

No. 4882 suspends airline transport pilot certificate of Charles L. Osborn for 14 days because while in command of Western Air Lines scheduled Flight 55 he failed to test the elevators of the aircraft to the full limit of travel prior to the take-off run at Billings Municipal Airport, Billings, Mont., contrary to the provisions of sec. 61.7202 of the Regulations. (June 14)

No. 4899 suspends mechanic certificate of Wayne C. Heinlein for 90 days because he signed a Periodic Inspection Report certifying an aircraft as airworthy when it was not. (June 18)

Revocations

No. 4760 revokes student certificate of Henriques C. Cotton because he violated the provisions of sections 60.105, 60.104(b) and 60.101 of the Regulations. (May 16)

No. 4784 revokes student certificate of Homer G. Jones because he violated the provisions of sections 43.50, 60.101, 60.105 and 60.104(b) of the Regulations. (May 16)

No. 4818 revokes commercial certificate of Roy J. Carver because he violated the provisions of sections 01.72, 60.322, 60.3500, 01.27, 01.30, of the Regulations. (May 27)

No. 4825 revokes private certificate of Wills Belle Cackley because she failed to pass a flight test given to her by a Civil Aeronautics Administration Inspector for the purpose of determining whether she was competent to hold a private certificate. (May 27)

No. 4826 revokes private certificate of Earl T. Lamons because he violated the provisions of sections 43.30(b)(2), 20.721 and 60.3503 of the Regulations. (May 27)

No. 4877 revokes student certificate of Otto Krohn because he violated the provisions of section 43.50 of the Regulations. (June 12)

No. 4878 revokes student certificate of Robert L. Straub because he violated the provisions of sections 43.50, 60.105(b) and 60.101 of the Regulations. (June 12)

No. 4881 revokes student certificate of Gilman R. Forness, Jr. because he violated the provisions of section 43.50 of the Regulations. (June 14)

No. 4895 revokes commercial certificate of James B. Warren because he violated the provisions of sec. 43.406, 43.20, 60.106 (a)(1) and 60.101 of the Regulations. (June 17)

No. 4900 revokes student certificate of James W. Johnson because he violated the provisions of sections 43.50, 60.101 and 43.52 of the Regulations. (June 18)

No. 4901 revokes student certificate of Glenn R. Frank because he violated the provisions of sections 43.52 and 43.50 of the Regulations. (June 15)

No. 4897 revokes student certificate of Edward W. Moore because he violated the provisions of sections 43.50 and 60.101 of the Regulations. (June 18)

Miscellaneous

No. 4779 denies petition of William R. Putnam for modification of Board order of revocation No. 4646. (May 16)

No. 4808 denies Paul P. Fielding's request for oral argument. (May 27)

No. 4813 amends order No. 3885, which concerned the revocation of Selwyn Vanderpool's student certificate, to read that he "may not be issued any type of airman certificate prior to June 1, 1946." (May 27)

No. 4819 orders Ralph Cummins to show cause why Board order No. 4602 should not be vacated and Board order No. 4316 be reinstated. No. 4316 revoked Cummins' student certificate and No. 4602 amended the order of revocation to provide for a suspension of his certificate until June 2, 1946. The Administrator of Civil Aeronautics has filed a motion to vacate No. 4602 "for the reason that such order was based upon erroneous findings and presented statements in support thereof." (May 27)

No. 4820 denies Administrator's request for oral argument concerning David B. Blackmon, the holder of a student certificate until December 30, 1945, and now the holder of a private certificate. Orders that the Administrator, within 30 days from the receipt of this order, file further written argument. (May 27)

No. 4847 dismisses complaint of the Administrator concerning Louis W. Babbis. (May 31)

No. 4859 orders that Board order No. 4285 concerning John A. Lundquist be vacated. (June 4)

No. 4903 denies petition of ——— for a review of the refusal of the Administrator of Civil Aeronautics to issue an airman certificate. (Note: It is Board policy to omit names in physical disability cases.) (June 19)

No. 4904 amends order No. 4023, which concerned the revocation of Ralph H. Russell's commercial certificate, to read that he "may not be issued any type of airman certificate prior to June 20, 1946." (June 19)

Regulations

Amdt. 20-3 Effective June 11, 1946

Citizenship Requirements—Part 20 of the Civil Air Regulations is amended as follows:

By amending § 20.31 Citizenship, by striking the last sentence, which reads as follows: "A certificate may be issued to an applicant who is a citizen of a friendly foreign government which does not grant reciprocal privileges, but the effectiveness of such certificate shall in any event terminate 6 months after the war and may be terminated by the Administrator at any time without notice."

Amdt. 26-1 Effective June 14, 1946

Control-tower Operator Certificates—§ 26.1 of the Civil Air Regulations is amended by striking paragraph (a) and inserting in lieu thereof the following:

(a) At least 21 years of age; or, if serving as a member of the military services of the United States, at least 18 years of age; *Provided*, That certificates issued to members of the military services who are less than 21 years of age shall, until the holder thereof reaches the age of 21, be valid only when the holder is serving as a member of the military services in a control tower operated by such services.

Amdt. 40-6 Effective May 17, 1946

Pilot Route Qualification—Part 40 of the Civil Air Regulations is amended as follows:

1. By repealing §§40.3612 (c) and 40.3613 (d)

Amdt. 40-7 Effective May 24, 1946

Amending Part 40 to Conform with Amendments to Part 61—§40.12 and §40.334 of the Civil Air Regulations are amended to read as follows:

40.12 Aircraft. Applicant shall show certificated aircraft of a model and number found by the Administrator to be adequate for safe operation as related to the service offered, the route traversed, and the operating and maintenance procedures and techniques proposed. (See also §40.2.)

40.334 Number of aircraft. Applicant shall show certificated aircraft of a number sufficient to permit the maintenance of all schedules proposed, as provided for in §40.16.

Amdt. 40-8 Effective May 17, 1946

Route and Definition of Route—Part 40 of the Civil Air Regulations is amended as follows:

1. By amending § 40.11 to read as follows: **40.11 Route.** Applicant shall show that the route over which it proposes to operate is, or prior to operation will be, equipped with such navigational facilities (including terminal and intermediate airports, emergency landing fields, and ground aids to air navigation) as determined by the Administrator to be necessary for safe operation as related to the service offered.

Amdt. 41-2 Effective May 24, 1946

Certification and Operation Rules for Scheduled Air Carrier Operations Outside the Continental Limits of the United States—Part 41 of the Civil Air Regulations is amended as follows:

1. By amending the first paragraph of § 41.27 to read as follows: **41.27 Operating limitations upon airplanes certificated under transport category requirements.** When operating any airplane certificated in accordance with the provisions of § 41.1 (in the Regulations issued on or after November 9, 1945), or of § 04.75-T (in the Regulations issued prior to November 9, 1945), the provisions of §§ 41.270 to 41.2731 inclusive shall apply unless disapproved therefrom are specifically authorized by the Administrator when he finds that, due to a peculiarity of a specific case, such application is unnecessary for safety.

2. By amending § 41.270 General limitations, as follows: (a)

(See Regulations on next page)

Regulations

(Continued from page 93)

Delete the word "gross" from paragraph (c). (b) Insert "and oil" after the words "amount of fuel" in paragraph (c). (c) Substitute the word "airport" in lieu of the word "field" in paragraph (c).

3. By amending § 41.271 Take-off limitations to provide for engine failure, as follows: (a) Substitute the word "airports" in lieu of the word "fields" in the first paragraph. (b) Delete the word "gross" from first paragraph. (c) Delete "04.7532-T" from first paragraph, and insert in lieu thereof "04.12 (in the Regulations issued on or after November 9, 1945), or § 04.7532-T (in the Regulations issued prior to November 9, 1945)."

4. By amending § 41.272 En route limitations, to read as follows: § 41.272 En route limitations.

41.272 All airplanes—all engines operating. Airplanes shall be dispatched only at such take-off weights that, in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with all engines operating (as set forth in the airplane operating manual), shall be, in feet per minute, 6V_{so} at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945.

41.272.1 All airplanes—one engine inoperative. Airplanes shall be dispatched only at such take-off weights that in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with one engine inoperative (as set forth in the airplane operating manual), shall be, in feet per minute, 0.02V_{so} for airplanes having maximum take-off weights up to 40,000 pounds, increasing linearly to 0.04V_{so} at 60,000 pounds, and 0.04V_{so} for maximum take-off weights above 60,000 pounds at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that for airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945 the above rate-of-climb value may be 0.02V_{so} irrespective of maximum take-off weight.

41.272.2 Airplanes with four or more engines—two engines inoperative. If from any point along the track flown, more than 90 minutes at "all engines operating" cruising speed is required to reach an available landing area where the provisions of § 41.273 as modified by § 41.2730 can be met at the airplane weight estimated to exist upon arrival there, an aircraft with four or more engines shall not be dispatched over such track unless its weight is such as to permit a rate-of-climb with two engines inoperative (as set forth in the airplane operating manual), in feet per minute, of 0.01V_{so} at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles on either side of the intended track to the landing area; or at 5,000 feet whichever is higher; except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945. This specified rate-of-climb shall correspond to the airplane's weight attained at the moment of failure of the second engine (assumed to occur 90 minutes from time of departure), or to the weight which may be attained by dumping fuel at the moment of failure of the second engine, provided that sufficient fuel is retained aboard the airplane to reach a point 1,000 feet directly above the landing area.

41.272.3 Special air navigation facilities. Where special air navigation facilities provide for reliable and accurate identification of high ground or obstruction extending for less than 20 miles along the track, the lateral distance of 10 miles specified in § 41.2720 through § 41.2722 may be reduced to 5 miles.

5. By amending § 41.273 Landing distance limitations, as follows: (a) Delete "04.7532-T" from paragraph (a), and insert in lieu thereof "04.12 (in the Regulations issued on or after November 9, 1945), or § 04.7532-T (in the Regulations issued prior to November 9, 1945)".

Amdt. 42-1 Effective Aug. 1, 1945

Unscheduled Air Carrier Certification and Operation Rules—Part 42 of the Civil Air Regulations is amended as follows:

1. By amending § 42.01 to read as follows: 42.01 Issuance. An air carrier operating certificate describing the unscheduled operations authorized and prescribing such operating specifications and limitations as may be reasonably required in the interest of safety, will be issued by the Administrator to a properly qualified citizen of the United States who demonstrates that he is capable of conducting the proposed operations in accordance with the applicable requirements hereinafter specified. Application for a certificate, or application for amendment thereof, shall be made in the manner and contain the information prescribed by the Administrator.

2. By amending § 42.34 Weather minimums (a) Take-off, as follows: By deleting the words "one-half mile" and inserting in lieu thereof the words "one-mile."

Amdt. 53-1 Effective June 11, 1946

Mechanic School Curricula—Part 53 of the Civil Air Regulations is amended as follows:

1. By amending § 53.10 to read as follows: 53.10 Curriculum. An applicant shall have at least one of the following curricula: (a) An aircraft curriculum which shall include instruction in the theory and practice of construction, inspection, maintenance, overhaul, and repair of aircraft and their appliances, including the applicable provisions of the Civil Air Regulations. This curriculum shall include not less than 960 hours of instruction, shall be designed to be completed in not less than 20 weeks, and shall not require attendance for more than 8 hours in any one day, or for more than 6 days in any one week.

(b) An aircraft engine curriculum which shall include instruction in the theory and practice of construction, inspection, maintenance, overhaul, and repair of aircraft power plants, propellers, and their appliances, including the applicable provisions of the Civil Air Regulations. This curriculum shall include not less than 960 hours of instruction, shall be designed to be completed in not less than 20 weeks, and shall not require attendance for more than 8 hours in any one day, or for more than 6 days in any one week.

(c) A combined aircraft and engine curriculum which shall include at least 1,650 hours of instruction in the theory and practice

of construction, inspection, maintenance, overhaul, and repair of aircraft, aircraft engines, propellers, and their appliances, and in the contents of the applicable Civil Air Regulations. This curriculum shall be designed to be completed in not less than 35 weeks and shall not require attendance for more than 8 hours in any one day, or for more than 6 days in any one week.

Each curriculum described in this section shall provide for instruction in all the subjects necessary to qualify the student to perform the duties and functions of the position for which he may seek an airman certificate.

2. By amending § 53.13 Facilities, equipment, and material, as follows:

By deleting from subsection (b) the words "shall be at least 10,000 square feet in area and."

Amdt. 61-7 Effective May 17, 1946

§ 61.7803 of the Civil Air Regulations is amended to read as follows: 61.7803 Pilot's compartment. (a) No person except a member of the operating crew, an air carrier inspector of the Administrator of Civil Aeronautics, or a duly authorized representative of the Civil Aeronautics Board shall be admitted to the pilots' compartment. * * * * *

(d) Any air carrier inspector of the Administrator of Civil Aeronautics or a duly authorized representative of the Civil Aeronautics Board shall be admitted to the pilots' compartment of an air carrier at any time while in the performance of his official duty.

Amdt. 61-8 Effective May 17, 1946

Part 61 of the Civil Air Regulations is amended as follows: 1. By repealing § 61.24 (Alternate route). 2. By amending § 61.513 to read as follows:

61.513 Route competency. No first pilot shall be deemed competent over any route or part thereof unless he has met the appropriate requirements specified in § 61.2611 (b) and is listed in the air carrier operating certificate. 3. By repealing § 61.5130 (Adjacent routes). 4. By amending § 61.514 to read as follows:

61.514 Maintenance of pilot route qualification. After 12 consecutive months' absence from flight duty over a route or part thereof a first pilot will no longer be deemed competent for the carriage of persons in air transportation service over such route or part thereof unless he has qualified in accordance with the provisions of § 61.2611 (b).

Amdt. 61-9 Effective May 17, 1946

Part 61 of the Civil Air Regulations is amended as follows: By repealing § 61.5140 (a), 61.5141 (b), 61.515, 61.5150 (a), and 61.5151 (b).

Amdt. 61-10 Effective May 17, 1946

Clearance of Flights—§ 61.7110 of the Civil Air Regulations is amended to read as follows:

61.7110 Clearance of flights from alternate airports. Clearance of flights from an alternate airport over an unauthorized route to an airport on an authorized route shall not be permitted unless the flights can be made in accordance with the provisions of § 61.209.

Amdt. 61-11 Effective May 17, 1946

Deviation from Route—§ 61.731 of the Civil Air Regulations is amended as follows:

61.731 Deviation from route. No scheduled air carrier aircraft shall deviate from its authorized route, except when operating in accordance with traffic control instructions issued by a control tower or control center or when circumstances render such deviation necessary as a safety measure. In the latter case any deviation of more than 25 miles from the authorized route shall be explained by the pilot in a written report to the Administrator of Civil Aeronautics. Such report shall be made within 7 days after the completion of the flight.

Amdt. 61-12 Effective May 24, 1946

Scheduled Air Carrier Rules—Part 61 of the Civil Air Regulations is amended as follows: 1. By repealing § 61.33 and 61.34 (subject covered by § 61.7114). 2. By amending the first paragraph of § 61.712 to read as follows:

61.712 Operating limitations upon airplanes certificated under transport category requirements. When operating in scheduled passenger transportation any airplane certificated in accordance with the provisions of § 61.1 (in the Regulations issued on or after November 9, 1945), or of § 04.75-T (in the Regulations issued prior to November 9, 1945), the provisions of § 61.7121 to 61.7125 inclusive shall apply unless deviations therefrom are specifically authorized by the Administrator when he finds that, due to a peculiarity of a specific case, such application is unnecessary for safety.

3. By amending § 61.7121 General limitations, as follows: (a) Delete the word "gross" from paragraph (c). (b) Insert "and oil" after the words "amount of fuel" in paragraph (c).

4. By amending § 61.7122 Take-off limitations to provide for engine failure, as follows: (a) Delete the word "gross" from first paragraph. (b) Delete "04.7532-T" from first paragraph, and insert in lieu thereof "04.12 (in the Regulations issued on or after November 9, 1945), or § 04.7532-T (in the Regulations issued prior to November 9, 1945)."

5. By amending § 61.7123 Landing distance limitations, as follows: (a) Delete the word "aircraft" from paragraph (a), and insert in lieu thereof the word "airplanes." (b) Delete "04.7532-T" from paragraph (a), and insert in lieu thereof "04.12 (in the Regulations issued on or after November 9, 1945), or § 04.7532-T (in the Regulations issued prior to November 9, 1945)."

6. By amending § 61.7125 En route limitations, to read as follows: 61.7125 En route limitations.

61.7125 All airplanes—all engines operating. Airplanes shall be dispatched only at such take-off weights that, in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with all engines operating (as set forth in the airplane operating manual), shall be, in feet per minute, 6V_{so} at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945.

The contents of the several curricula provided for are outlined in Manual 53, Mechanic School Rating.

61.7125.1 All airplanes—one engine inoperative. Airplanes shall be dispatched only at such take-off weights that in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with one engine inoperative (as set forth in the airplane operating manual), shall be, in feet per minute, 0.02V_{so} for airplanes having maximum take-off weights up to 40,000 pounds, increasing linearly to 0.04V_{so} at 60,000 pounds, and 0.04V_{so} for maximum take-off weights above 60,000 pounds at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that for airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945 the above rate-of-climb value may be 0.02V_{so} irrespective of maximum take-off weight.

61.7125.2 Airplanes with four or more engines—two engines inoperative. If from any point along the track flown, more than 90 minutes at "all engines operating" cruising speed is required to reach an available landing area where the provisions of § 61.7123 as modified by § 61.71230 can be met at the airplane weight estimated to exist upon arrival there, an aircraft with four or more engines shall not be dispatched over such track unless its weight is such as to permit a rate-of-climb with two engines inoperative (as set forth in the airplane operating manual), in feet per minute, of 0.01V_{so} at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles on either side of the intended track to the landing area; or at 5,000 feet whichever is higher; except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945. This specified rate-of-climb shall correspond to the airplane's weight attained at the moment of failure of the second engine (assumed to occur 90 minutes from time of departure), or to the weight which may be attained by dumping fuel at the moment of failure of the second engine, provided that sufficient fuel is retained aboard the airplane to reach a point 1,000 feet directly above the landing area.

61.7125.3 Special air navigation facilities. Where special air navigation facilities provide for reliable and accurate identification of high ground or obstruction extending for less than 20 miles along the track, the lateral distance of 10 miles specified in § 61.71250 through § 61.71252 may be reduced to 5 miles.

Reg. 353-A Effective June 1, 1946

Noncompliance with the Requirements of § 40.253 of the Civil Air Regulations with respect to the Certification of Aircraft Radio Equipment—Special Civil Air Regulation Serial Number 353 is amended by striking the words "June 1, 1946" and inserting in lieu thereof the words "October 1, 1946."

Reg. 363 Effective Apr. 23, 1946

Exemption of Alaskan Mail Carriers from Certain Requirements of Section 238.1 of the Economic Regulations—Repeal of Section 238.2 of the Economic Regulations—Section 238.2 of the Economic Regulations is repealed.

Reg. 364 Effective May 21, 1946

Temporary Suspensions of Service by Air Carriers (Except Alaskan Air Carriers)—Amendment No. 1 of Revised Section 238.6 of the Economic Regulations—

Paragraph (c) of Section 238.6 of the Economic Regulations is amended to read as follows:

"(c) Disposition. The Board will grant such application if it finds that such temporary suspension of service is in the public interest. In case a certificate of public convenience and necessity contains a condition or limitation requiring service to a point on each trip or schedule operated on a route or a route segment by the holder of such certificate, an application based upon the fact that the air carrier operating certificate of the holder does not authorize service to such point through any airport convenient thereto with any type of aircraft then regularly being used or proposed to be used by the holder will be granted only if the Board finds that such temporary suspension of service will not substantially change the character of the service for which the certificate of public convenience and necessity was granted and is otherwise in the public interest. An order authorizing temporary suspension of service will be subject to revocation or amendment by the Board at any time; and

Subparagraph (2) of paragraph (f) of Section 238.6 of the Economic Regulations is amended by striking out the comma and the word "or" at the end of such subparagraph and inserting in lieu thereof a colon and the following: "Provided, That the provisions of this subparagraph (2) shall not apply to the temporary suspension of service to a point by the holder of a certificate of public convenience and necessity if such certificate contains a condition or limitation requiring service to such point on each trip or schedule operated on a route or a route segment by the holder of such certificate; or"

Reg. 365 Effective May 24, 1946

Free Travel for Postal Employees—Amendment No. 7 of Section 228.1 of the Economic Regulations—Subparagraph (3) of paragraph (a) of section 228.1 of the Economic Regulations, as amended, is hereby amended to read as follows: "(3) The Assistant Postmaster General who at the time is charged with the duty of the general management of post offices; and the Assistant Postmaster General who at the time is assigned the supervision of the Air Mail Services, his confidential assistant, and his Deputy Assistant Postmaster General."

Reg. 366 Effective May 17, 1946

Revision of Section 228.3 of the Economic Regulations—Section 228.3 of the Economic Regulations is hereby amended in its entirety to read as follows:

Access to Aircraft for Safety Purposes—"(a) Safety Inspectors. Every carrier shall carry, without charge, on any aircraft which it operates, any officer or employee of the Board or of the Administrator of Civil Aeronautics who has been assigned to the duty of inspection of air carrier aircraft, their engines, propellers, or appliances, upon proper request by such person.

(b) Requests for Access to Aircraft. Upon applying for such transportation, there shall be exhibited to the appropriate agents of the air carrier credentials from the Board or from the Administrator identifying such person as a person to whom such duties have been assigned. Such person shall also sign and deliver to the carrier in duplicate a "Request for Access to Aircraft," on a form supplied by the Board or by the Administrator

stating that he desires access to a certain aircraft of the air carrier from a named point of departure on a designated date and hour to a named destination for the purpose of performing his official duties during flight of such aircraft. The air carrier shall retain one copy of each such request. On or before the tenth day of each month, each air carrier shall forward one copy of all such requests received by it during the second preceding calendar month to the Secretary of the Civil Aeronautics Board, Washington, D. C.

(c) **Traffic Control and Communications Personnel.** Any air carrier may carry without charge on any aircraft which it operates, any airway traffic control manager or assistant manager or any communications supervisor or assistant communications supervisor of the Administrator of Civil Aeronautics (including supervising officers of such persons), for the purpose of more fully and adequately acquainting such persons with the problems affecting airway traffic control and communications: *Provided*, however, that no such person shall be carried without charge on a round trip by any air carrier for such purpose more often than once in each year."

Reg. 367..... Effective May 17, 1946

Temporary Exemption of Nonscheduled Operations from Certain Provisions of Title IV of the Civil Aeronautics Act of 1938, as Amended—Amendment No. 2 of Section 292.1 of the Economic Regulations—Section 292.1 of the Economic Regulations, as amended, is hereby amended in its entirety to read as follows:

(a) **Exemption.**—Every air carrier which engages solely in non-scheduled operations shall be exempt from the provisions of section 401 and all other provisions of Title IV of the Civil Aeronautics Act of 1938, as amended (except as provided in paragraphs (b) and (c) of this section). Within the meaning of this section, any operation shall be deemed to be non-scheduled if the air carrier does not hold out to the public expressly or by a course of conduct that it operates one or more aircraft between any designated points regularly or with a reasonable degree of regularity upon which aircraft it accepts for transportation for compensation or hire, such members of the public as apply therefor or such express or other property as the public offers.

(b) **Provisions not covered.**—The exemption provided by this section shall not be applicable to the provisions of section 401(1), 407(a), and 411 of the Act: *Provided*, That no provisions of any rule, regulation or order that may be adopted by the Board requiring reports pursuant to section 407 of the Act shall be deemed applicable to any non-scheduled air carrier unless such rule, regulation or order expressly provides that such provision is to be applicable to air carriers engaged solely in non-scheduled operations.

(c) **Indirect air carriers.**—The exemption provided by this section shall extend only to non-scheduled air carriers directly engaged in the operation of aircraft in air transportation. (d) **Reports required.**—Every air carrier undertaking to engage solely in non-scheduled operations shall, within 30 days after the commencement of such operations (or if such air carrier is already engaging in such operations on the effective date of this section, within 30 days after the effective date of this section, file with the Secretary of the Board a statement under oath setting forth the following information:

(1) Name and address of the carrier, and location of principal operating base.

(2) If a corporation, information showing state of incorporation, and names, addresses and citizenship of the officers and directors and also of stockholders holding more than 10 per centum of the capital stock. If an individual or partnership, the names, addresses and citizenship of the owner or partners.

(3) As to both present and proposed services (i) points between which, or, if not operated between fixed points, the area or areas within which, service is operated; (ii) frequency of operations; and (iii) classes of traffic carried, whether passengers, property or both.

(4) Number and type of aircraft presently on hand and number and types of aircraft on order and approximate dates of delivery, showing type of service (passenger or property or both) in which used or to be used.

(5) A copy of the schedule of rates charged, and most recent announcement of service issued.

(6) Whether service is available to the general public or only to selected applicants under special contract.

(7) Date service inaugurated, and if service is in operation for two calendar months prior to date of report, the following data for such two-month period:

(i) Revenue plane-miles flown by types of aircraft; (ii) Pounds and pound-miles of revenue cargo carried; (iii) Revenue passengers and revenue passenger-miles carried; (iv) Total revenue from all such traffic together with net operating profit or loss during such period; and (v) The number of full-time employees at end of such period.

If any carrier has not been in operation for two calendar months prior to the date of the report, the foregoing data shall be submitted at the expiration of two calendar months after the inauguration of service.

Reg. 369..... Effective June 5, 1946

Issuance of Air Carrier Operating Certificates to Persons Holding Temporary Certificates of Public Convenience and Necessity.—An Air Carrier Operating Certificate may be issued by the Administrator to a person holding a temporary certificate of public convenience and necessity, issued by the Board, authorizing him to engage in scheduled air carrier operations, although the carrier does not fully comply with all the requirements prescribed by the applicable Parts of the Civil Air Regulations for the issuance of an air carrier operating certificate if the Administrator finds that any of such requirements can be omitted or modified without adversely affecting safety. Such omissions or modifications, when approved by the Administrator, shall be listed in the Air Carrier Operating Certificate and the Administrator shall promptly notify the Board of the omissions or modifications approved by him and the reasons therefor.

This regulation shall terminate December 31, 1946.

Rotorplane Airworthiness Rules

The Civil Aeronautics Board has added Part 06 to the Civil Air Regulations. The new Part, "Rotorcraft Airworthiness," sets the safety standards for helicopters and similar aircraft.

JULY 15, 1946

Administration and Board Releases

Copies of CAA releases may be obtained from the CAA Office of Aviation Information. CAB releases are obtainable from the Public Information Section of the Board. Both offices are located in the Department of Commerce Building, Washington 25, D. C.

Administration

"CAA Wiping out Backlog in Airplane Registrations." June 2.

"Cost of Commercial Pilots' Physical Examination Raised." June 2.

"Four CAA Officials are Honored at Convention." "New Inter-American Air Training Program Begins." June 9.

"CAA Finds More than 2,700 Non-scheduled Air Carriers." June 10.

"CAA Speeds Approval of Training Schools and Agencies." June 9.

"CAA Explains Requirements for International Flights." June 10.

"CAA to Issue Limited Certificate to Foreign Pilots." June 11.

"27 Teacher Workshops to Strengthen Air Education." June 12.

"Airlines to use CAA Instrument Landing System Next Winter." June 13.

"CAA Experts off to Bogota as Mission Reports on Turkey-Lebanon Trip." June 15.

"Owners Warned of Changes needed on Ercoque, Globe, North American."

"CAA Seeks Ex-flight Surgeons to Give Commercial Exams." June 21.

"CAA Will Designate Mechanic Examiners." June 22.

"CAA Officials will Issue Certificates Abroad." June 24.

"CAA Signs Contracts to Develop Cross-wind Landing Gear." June 25.

"550 Designated Inspectors Aid in Annual Inspection."

"First CAA Regional Medical Officers Start Duties." June 30.

"Airports—The Foundation of Aviation Progress"—Speech given by William A. M. Burden, Asst. Secretary of Commerce, before the Air Conference of the Montreal Board of Trade, Montreal, Canada, June 8.

"CAA's Contribution to Aviation Development"—Speech given by Ben Stern, Asst. Admr. for Aviation Information, before the Aviation Distributors & Manufacturers' Asso. Convention, Atlantic City, N. J., June 25.

Board

Board approves agreements between United Air Lines, Inc., and Catalina Air Transport for United's operation of Catalina. June 3.

Pan American-Grace Airways, Inc., authorized to include Riobamba, Ecuador on its route from Cristobal, Canal Zone to Buenos Aires, Argentina. June 4.

Board issues its opinion on investigation of non-scheduled air service, and circulated a proposed regulation concerning this type of operation. June 5.

Decisions in investigation of Page Airways, Inc., and Trans-Marine Airlines. June 5.

Letter of Civil Aeronautics Board to Railway Express Agency disapproving its air-freight agreement with Northwest Airlines, Inc. June 7.

Trans-Canada Air Lines granted foreign air carrier permits by Board. June 7.

Merrill Armour appointed to position of Assistant General Counsel—Safety. June 12.

Air France granted foreign air carrier permits by Board. June 12.

American Airlines' applications for nonstop services on its routes approved by the Board. June 14.

James M. Landis sworn in as Member of the Civil Aeronautics Board, and designated Chairman of the Board by President Truman.

New England Area case decided by the Board, granting one new feeder airline to E. W. Wiggins Airways, and amending certificates of Colonial Airlines, Inc., Eastern Air Lines, Inc., and Northeast Airlines, Inc., to provide additional service in the New England area.

Landing System

(Continued from page 85)

visibility landing devices invented during the war, and also are watching closely tests made at the CAA experimental station in Indianapolis."

Will Foster Safety.—Regarding the CAA program, T. P. Wright, Administrator of Civil Aeronautics, said:

"CAA has a heavy responsibility in this matter, both to the flying public and to the taxpayer. We must foster the early introduction of all methods and devices which contribute to flying safety. At the same time, we must test and develop all such equipment until we know it is thoroughly reliable and represents a sound federal investment.

"We have done that with the CAA instrument landing system. CAA began to work on ILS several years before the war and despite the enforced delay in its installation occasioned by the war, we feel confident that during the coming years it will effectively accomplish the purpose for which it is designed. Soon after initial adoption, or even possibly at the outset, we expect to see perfected a method of connecting the automatic pilot to the ILS receiver, so that its signals will be followed mechanically. Such a development is now in an advanced stage at the Indianapolis station.

"The station also is testing several war-developed radar devices, including ground controlled approach equipment, received from the armed forces a few months ago, to determine its suitability for civil use,

to evaluate its potential benefits to the flying public and probable cost to the taxpayer on several assumptions as to extent of adoption. In cooperation with the manufacturer, several improvements have been made, notably the possibility of operation with a one- or two-man crew, instead of the five or more previously required."

Status of Installations.—Following is a list of places where the CAA is installing instrument landing systems:

Installations commissioned prior to July 1, 1945: Atlanta, Chicago, Cleveland, Kansas City, Los Angeles, LaGuardia, N. Y., Oakland, Washington, D. C.

Installations commissioned in fiscal year ended July 1, 1946: Wichita, Brownsville, Las Vegas, Grand Junction, Seattle, St. Louis, New Orleans, Omaha.

Construction completed but radio equipment not installed: Dayton, Louisville, Indianapolis, Reading, Idlewild, N. Y., Denver, Ft. Worth, Dallas.

Construction underway: Philadelphia, Cincinnati, Buffalo, Charleston, S. C., Billings, Mont., Houston, El Paso, Minneapolis, Tulsa, Oklahoma City, Knoxville, Memphis, Amarillo, San Antonio, Raleigh, N. C., Eugene, Oregon, Salt Lake City, Albuquerque.

Plans complete and proposals now being issued: Long Beach, Newark, Jackson, Miss., Detroit, Willow Run, Detroit, Columbus, South Bend, Jacksonville, Fla.

CAA Approves New Types; Adds New Models to Old

Included in the following list of new type aircraft, engines, propellers and appliances which have been approved by the CAA is the first helicopter model to be given a type certificate. Type certificate numbers and dates of approval appear in parenthesis.

New Types

Aircraft—

Aeromex, model 11AC, 2-place closed land monoplane. Engine, Continental A-65-B. (Type Certificate No. 761, 9-28-45.)
Beechcraft, model D188, 10-place closed land monoplane. Engines, 2 Pratt & Whitney Wasps SB-3. (Type Certificate No. 765, 4-26-46.)
Globe, model GC-1A, 2-place closed land monoplane. Engine, Continental C-85-12. (Type Certificate No. 766, 5-7-46.)
Mars, model M1-80, 2-place closed land monoplane. Engine, Lycoming GO-145-C2. (Type Certificate No. 771, 5-1-46.)

Helicopters—

Bell, model 47, 2-place closed land helicopter. Engine, Franklin 6V-178-B31. (Type Certificate No. 1, 5-8-46.)

Engines—

Continental, model R9-A; 9 cyl. radial aircooled. Rated for maximum, except take-off 500 bhp, 2300 rpm from sea level (41.5 in. Hg.) to 4000 ft. (40 in. Hg.) Take-off 525 bhp, 2300 rpm, 43 in. Hg. at sea level. Weight 705 lbs., uses 91 octane fuel. (Type Certificate No. 245, 4-4-46.)

Propellers—

Hartzell, model HC-12X20-2 propeller with 8627, 8127, 8227 and 8927 blades; steel hub with plastic blades; diameter 86 in., 84 in., 82 in. and 80 in. respectively; controllable pitch reversing; 215 hp, 2600 rpm. (Type Certificate No. 845, 5-8-46.)

G. B. Lewis, models L6C, L6C-2, L6C-4; wood; 76 in., 74 in., 72 in. diameter, respectively; 52 in. to 40 in. pitch; 85 hp, 2600 rpm. (Type Certificate No. 846, 5-9-46.)

Sensenich, model C2FB1 propeller with C276A2+2 blades; steel hub with wood blades; 76 in. diameter; hydraulically controllable pitch; 90 hp, 2600 rpm. (Type Certificate No. 841, 4-10-46.)

McCandless, model 1A90; single piece aluminum alloy; 78 in. to 66 in. diameter; 68 in. to 40 in. pitch; 85 hp, 2600 rpm. (Type Certificate No. 842, 4-18-46.)

Miller, model 706; wood; 76 in. diameter; 57 in. to 47 in. pitch; 75 hp, 2015 rpm. (Type Certificate No. 843, 4-25-46.)

Miller, model 800; wood; 80 in. diameter; 53 in. pitch; 140 hp, 1950 rpm. (Type Certificate No. 844, 4-25-46.)

Appliances—

Hood, safety belt, model HRC077-99. Approved for one person. (Type Certificate No. 162, 4-21-46.)

Call Aircraft, skis, models S1 and S2. Approved static load per ski 900 lbs. (Type Certificate No. 165, 5-1-46.)

Reliance Mfg. Co., parachutes, models RMC-B-100 and RMC-S-100. Bark and seat pack, respectively, 24 ft. diameter, white silk or nylon. (Type Certificate No. 166, 5-6-46.)

Hood Rubber Co., control wheel, model 752-42B. (Type Certificate No. 167, 5-10-46.)

Bendix, Type VI (low profile) wheel, 19x6-30-10. Static load 2900 lbs. (Type Certificate No. 168, 5-21-46.)

New Models

Engines—

Pratt & Whitney, model Double Wasp CA-15; 18 cyl. double row radial aircooled. Rated at maximum, except take-off—Low Blower, 1800 bhp, 2600 rpm from S.L. (45 in. Hg.) to 6500 ft. (41 in. Hg.). Take-off 2100 bhp, 2800 rpm, 53.5 in. Hg.—Sea level to 2400 bhp, 2800 rpm, 52.5 in. Hg. at sea level, using anti-detonant injection (water-alcohol). Maximum, except take-off—High Blower, 1600 bhp, 2600 rpm, from 10,000 ft. (46.5 in. Hg.) to 16,200 ft. (45 in. Hg.) Weight 2360 lbs., uses Grade 100/130 fuel. (Type Certificate No. 231, 4-5-46.)

Wright, model Double Row Cyclone 739C18BA3; 18 cyl. double row radial aircooled. Rated at maximum, except take-off, 2000 bhp, 2400 rpm from sea level (42 in. Hg.) to 4200 ft. (41 in. Hg.). Take-off 2200 bhp, 2800 rpm from sea level (44 in. Hg.) to 7000 ft. (42 in. Hg.). Weight 2742 lbs. Equipped with direct fuel injection, uses Grade 100/130 fuel. (Type Certificate No. 218, 4-9-46.)

Wright, model Double Row Cyclone 745C18BA3. Eighteen cyl. twin row aircooled. Equipped for direct fuel injection with a two speed supercharger. Uses Grade 100/130 fuel and has the following ratings—Maximum, except take-off—Low Blower, 2000 bhp, 2400 rpm from sea level (43.5 in. Hg.) to 4800 ft. (41.5 in. Hg.). Take-off in low blower, 2200 bhp, 2800 rpm from sea level (41 in. Hg.) to 6300 ft. (44 in. Hg.). Maximum, except take-off—High Blower, 1800 bhp, 2400 rpm, from 8000 ft. (43 in. Hg.) to 15,000 ft. (40 in. Hg.). High blower take-off ratings, 1900 bhp, 2600 rpm, from 10,600 ft. (44 in. Hg.) to 16,200 ft. (42 in. Hg.). Weight 2780 lbs. (Type Certificate No. 218, 5-6-46.)

Franklin, Aircooled Motors Inc., model 6A8-215-B8F, 6 cyl. opposed aircooled, equipped with built in cooling fan and extension type nose at rear for the propeller drive. Rated on 80 octane fuel, 215 bhp at 2500 rpm for all operations. Weight 446 lbs. (Type Certificate No. 242, 5-7-46.)

Continental Motors Corp., model C-115-2 and C-125-2. Same as previously approved C-115-1 and C-125-1 models except they incorporate flanged type propeller shaft end. (Type Certificate No. 236, 5-16-46.)

Pratt & Whitney, model Twin Wasp D4, 14 cyl. twin row aircooled equipped with single speed supercharger. Approved for Grade 100/130 fuel at the same ratings as the Twin Wasp 2S01-G model in low blower only. Weight 1570 lbs. (Type Certificate No. 230, 5-20-46.)

Propellers—

Flottorp, model 78F1; wood; 78 in. diameter, 62 in. to 48 in. pitch; 100 hp, 2375 rpm. (Type Certificate No. 754, 4-30-46.)

Air Regulations . . . As of July 1, 1946

| TITLE | No. | PART | | | MANUAL | | |
|---|-------------------|--------|----------|-------------------|----------|---------|-------------------|
| | | Price | Date | No. of Amendments | Price | Date | No. of Amendments |
| Aircraft | | | | | | | |
| Airworthiness Certificates..... | 01 | \$0.05 | 10/15/42 | 1 | None | None | |
| Type and Production Certificates..... | 02 | Free | 7/1/46 | | \$0.10 | 3/15/45 | |
| Airplane Airworthiness—Normal, Utility, Acrobatic, and Restricted Purpose Categories..... | 03 ¹ | Free | 11/13/45 | | None | None | |
| Airplane Airworthiness..... | 04 | .15 | 11/1/43 | 3 | .45 | 7/1/44 | 2 |
| Airplane Airworthiness Transport Categories..... | 04-0 ¹ | Free | 11/9/45 | | None | None | |
| Rotorcraft Airworthiness..... | 06 | Free | 5/24/46 | | None | None | |
| Engine Airworthiness..... | 13 | .05 | 8/1/41 | | None | None | |
| Propeller Airworthiness..... | 14 | .05 | 7/15/42 | 1 | No stock | 6/1/45 | |
| Equipment Airworthiness..... | 15 | Free | 4/15/44 | 1 | No stock | 7/1/38 | |
| Radio Equipment Airworthiness..... | 16 | .05 | 2/13/41 | | No stock | 2/13/41 | |
| Maintenance, Repair, and Alteration of Aircraft, Engines, Propellers, Instruments..... | 18 | .05 | 9/1/42 | | .50 | 6/1/43 | |
| Airmen | | | | | | | |
| Pilot certificates..... | 20 | .05 | 7/1/45 | 3 | None | None | |
| Airline Pilot Rating..... | 21 | .05 | 10/1/42 | 3 | None | None | |
| Lighter-than-air Pilot Certificates..... | 22 | .05 | 10/15/42 | 1 | None | None | |
| Mechanic Certificates..... | 24 | .05 | 7/1/43 | 1 ² | None | None | |
| Parachute Technician Certificates..... | 25 | .05 | 12/15/43 | 1 | None | None | |
| Traffic Control Tower Operator Certificates..... | 26 | .05 | 10/10/45 | 1 | None | None | |
| Aircraft Dispatcher Certificates..... | 27 | .05 | 10/1/43 | 3 ¹ | None | None | |
| Physical Standards for Airmen..... | 29 | .05 | 1/10/46 | | None | None | |
| Operation Rules | | | | | | | |
| Air Carrier Operating Certification..... | 40 | .10 | 10/10/44 | 8 ⁴ | None | None | |
| Scheduled Air Carrier Operations Outside Continental U. S..... | 41 | Free | 9/1/45 | 2 | None | None | |
| Non-scheduled Air Carrier Certification..... | 42 | Free | 8/1/46 | 1 | None | None | |
| General Operation Rules..... | 43 | .05 | 7/1/45 | 5 | None | None | |
| Foreign Air Carrier Regulations..... | 44 | .05 | 7/1/45 | | None | None | |
| Transportation of Explosives and other Dangerous Articles..... | 49 | .05 | 7/1/45 | | None | None | |
| Air Agencies | | | | | | | |
| Airman Agency Certificates..... | 50 | .05 | 4/30/46 | | No stock | 4/1/46 | |
| Ground Instructor Rating..... | 51 | .05 | 12/15/43 | 1 | None | None | |
| Repair Station Rating..... | 52 | .05 | 10/1/42 | | Free | 2/41 | |
| Mechanic School Rating..... | 53 | .05 | 8/1/42 | 1 | No stock | 5/40 | |
| Parachute Loft Certificates and Ratings..... | 54 | .05 | 1/21/43 | | None | None | |
| Air Navigation | | | | | | | |
| Air Traffic Rules..... | 60 | .05 | 8/1/45 | 2 ⁵ | .15 | 10/45 | |
| Scheduled Air Carrier Rules..... | 61 | .10 | 2/1/44 | 12 ⁶ | None | None | |
| Miscellaneous | | | | | | | |
| Rules of Practice Governing Suspension and Revocation Proceedings..... | 97 | Free | 6/11/46 | | None | None | |
| Definitions..... | 98 | .05 | 10/15/42 | | None | None | |
| Mode of Citation..... | 99 | Free | 11/15/40 | | None | None | |
| Regulations of the Administrator | | | | | | | |
| Aircraft Registration Certificates..... | 501 | Free | 3/31/43 | | None | None | |
| Recordation of Aircraft Ownership..... | 503 | Free | 3/31/43 | | None | None | |
| Notice of Construction or Alteration of Structures on or near Civil Airways..... | 525 | Free | 7/23/43 | | None | None | |
| Seizure of Aircraft..... | 531 | Free | 12/8/41 | | None | None | |
| Reproduction and Dissemination of Current Examination Materials..... | 532 | Free | 1/15/43 | | None | None | |

¹ Certain aircraft may comply with the provisions of this part or the 11/1/43 edition of Part 04. ² Special regulations 340 and 340A. ³ Special regulation 555. ⁴ Special regulations 319, 319C, 361 and 361A. ⁵ Special regulations 361 and 361A. ⁶ Special regulations 323A, 323B, 361 and 361A.

Note: Those parts and manuals for which there is a price are obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Remittances should be by check or money order, payable to the Superintendent. Currency is sent at sender's risk. Amendments and free Parts are obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C.; free Manuals and Regulations of the Administrator from the CAA Office of Aviation Information, Dept. of Commerce, Washington 25, D. C.

Beech, models R202 and R203 with blades R201-200-85, R201-211-88, R201-217-88, rated 200 hp at 2550 rpm; and with blades R201-205-96 rated 210 hp, at 1925 rpm; steel hub with wood blades; controllable pitch. (Type Certificate No. 807, 4-23-46.)
Beech, models R002 and R003 with blades R002-205-72, R002-217-72, R002-218-72 or R003-201-75, rated 85 hp at 2575 rpm. Steel hub with wood blades; controllable pitch. (Type Certificate No. 802, 4-21-46.)

Flottorp, model 76X; wood; 76 in. diameter; 62 in. to 54 in. pitch; 100 hp, 2375 rpm. (Type Certificate No. 754, 4-30-46.)
Fahlin, model D-571; wood; 69 in. diameter; 50 in. to 42 in. pitch; 80 hp, 2700 rpm. (Type Certificate No. 681, 5-6-46.)

Fahlin, model D-630; wood; 76 in. diameter; 54 in. to 44 in. pitch; 150 hp, 2600 rpm. (Type Certificate No. 828, 5-6-46.)

G. B. Lewis, models L12W and L12WA; wood; 86 in. diameter; 64 in. to 44 in. pitch; 200 hp, 2450 rpm. (Type Certificate No. 829, 2-4-46.)

Flottorp, model 74CE; wood; 74 in. diameter; 57 in. to 39 in. pitch; 75 hp, 2300 rpm. (Type Certificate No. 802, 5-6-46.)

G. B. Lewis, models L6CA, L6CA-2, L6CA-4; wood; 76 in., 74 in., 72 in. diameter, respectively; 52 in. to 40 in. pitch; 125 hp, 2350 rpm. (Type Certificate No. 846, 5-9-46.)

G. B. Lewis, models L6F, L6F-2, L6F-4; wood; 76 in., 74 in., 72 in. diameter, respectively; 52 in. to 40 in. pitch; 150 hp, 2600 rpm. (Type Certificate No. 846, 5-9-46.)

G. B. Lewis, models L6L, L6L-2, L6L-4; wood; 76 in., 74 in., 72 in. diameter, respectively; 52 in. to 40 in. pitch; 125 hp, 2600 rpm. (Type Certificate No. 846, 5-9-46.)

G. B. Lewis, models L6LA, L6LA-2, L6LA-4; wood; 76 in., 74 in., 72 in. diameter, respectively; 52 in. to 40 in. pitch; 125 hp, 2600 rpm. (Type Certificate No. 846, 5-9-46.)

in. 72 in. diameter, respectively; 52 in. to 40 in. pitch; 100 hp, 2600 rpm. (Type Certificate No. 846, 5-9-46.)

G. B. Lewis, models L6LB, L6LB-2, L6LB-4; wood; 76 in., 74 in., 72 in. diameter, respectively; 52 in. to 40 in. pitch; 75 hp, 2015 rpm. (Type Certificate No. 846, 5-9-46.)

Appliances—

Goodyear, Type III (low pressure) wheels, model L20-HBM; 17.00-20. Approved static load per wheel 25,000 lbs. (Type Certificate No. 37, 4-1-46.)

Switlick, safety belt, model CA-2. Approved for 2 persons. (Type Certificate No. 98, 4-22-46.)

Firestone, Type III (low pressure) wheels, model DFA-234; 7.00-8. Approved static load per wheel 1800 lbs. (Type Certificate No. 163, 4-5-46.)

Northwest Air Service, skis, model G-2000. Approved static load per ski 1000 lbs. (Type Certificate No. 158, 4-10-46.)

Goodrich (formerly Hayes), Type VIII, (extra high pressure) wheels, models 6150-A and -M, 26x6.6. Approved static load per wheel 5000 lbs. (Type Certificate No. 164, 4-23-46.)

Goodrich (formerly Hayes), Type II (high pressure) wheels, models 2664-A and -M, 26x6. Approved static load per wheel 4100 lbs. (Type Certificate No. 97, 4-22-46.)

Pioneer, parachute, model P3-B-28, back type, flat canopy, white silk, (28 ft. diameter). (Type Certificate No. 119, 5-6-46.)

Goodrich (formerly Hayes), Type III (low pressure) wheels, models 1901-A and -M, 19.00-23. Approved static load per wheel 30,000 lbs. (Type Certificate No. 10, 5-9-46.)

Northwest Air Service, skis, model G-8000. Approved static load per ski 4000 lbs. (Type Certificate No. 158, 5-24-46.)

Airline Approach Too High, Too Fast—The pilot's decision in attempting a landing from an approach which was too high and too fast is given as the probable cause of the accident to Eastern Air Lines' Flight 14 at LaGuardia Field, Dec. 30, 1945.

The plane, unable to stop within the boundary of the airport, crashed through a localizer building at the end of the runway and into Flushing Bay. Thirteen of the occupants were injured, one seriously, and one passenger was drowned.

The report states that the pilot's instrument approaches were inaccurate because he failed to take into consideration winds aloft and that under conditions imposed by a faulty approach, his decision to land was in error because he was not aware of the surface windshift from the southeast to the southwest.

On the first landing attempt the pilot made a standard radio range instrument approach to the northeast with visual contact established at 500 feet over the edge of the approach lights to runway 4. Believing that he did not have sufficient time to turn into a landing approach to the southeast, he initiated a missed approach procedure.

Using automatic direction finding facilities on the second approach, the pilot decided on a straight-in landing to avoid necessity of maneuvering under the 500-foot ceiling to align the aircraft with another runway. The second approach was again high and when over the edge of runway 4 at 300 feet the pilot decided to go around again. He stated, however, that in attempting to apply take-off power, the left engine back-fired and he observed a bright red flare from the left engine. Apprehensive of engine failure, he throttled back both engines completely and forced the aircraft onto the runway. Investigation disclosed no trace of equipment failure.

With an unmistakable trend toward lowering ceilings and visibilities in the New York area, the report stated that the selection of Newark and Floyd Bennett Fields as alternate airports indicated very poor judgment in company dispatching and pilot flight planning. Weather at both alternates was below landing minimums at approximately the time of take-off from Philadelphia. No attempt, the report states, was made to advise the pilot that the conditions of both alternates during the flight were as poor or worse than those at LaGuardia nor did the pilot at any time attempt to check conditions at his alternates during the flight.

Crash through Fence on Take-off—Pilot Ralph Edgar Gerrard, occupying the left seat of the aircraft with passenger Maurice Joyce on the right, started a take-off toward the north from a field northeast of Rector, Pa., where they had been forced down two days previously by adverse weather. Pilot Gerrard stated that after rolling about 600 feet he attempted to discontinue the take-off but was unsuccessful in doing so. The plane crashed through a wooden fence and small trees, coming to a stop on a highway bordering the field. William Welshonse, 9, who was standing on the road side of the fence with a friend, was fatally injured as the plane came through. Evidence indicated that he was struck by a horizontal wooden section of the fence and not by the aircraft proper.

The aircraft was damaged to a major extent. The occupants were not injured. Neither the plane's occupants nor a Pennsylvania State Police officer observing the take-off saw the two small boys standing outside the field near the fence.

Pilot Gerrard held a commercial certificate with single and multi-engine land, 0-1350 hp ratings and had flown approximately 1100 hours. Mr. Joyce was not certificated as an airman.

CAB Safety Bulletins

Bulletins released by the Safety Bureau of the Civil Aeronautics Board entitled "Service Pilots versus Light Planes" (Safety Bulletin 169-46) and "Carelessness, the Principal Factor in Ground-fire Accidents" (Safety Bulletin 168-46) are now available in pamphlet form, at a cost of 5 cents each, from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

"Service Pilots versus Light Planes" advises returning military pilots not to be too proud to be checked out in civilian light planes and warns that to fly small planes safely, after piloting powerful military aircraft, a reverse transition to low horsepower is necessary.

In Safety Bulletin 168-46 the causes of ground-fire accidents are enumerated and safeguards suggested to prevent further loss from such fires which were responsible for property damage estimated at more than \$1,360,000 for the three-year period 1942-43-44.

Stalls at Tree-top Altitude—Dan E. Parrish, Jr., 17, of Fair Bluff, N. C., was fatally injured and Raymond Walter Lewis, 25, of Columbia, S. C., received serious injuries in an aircraft accident at Fair Bluff. The aircraft, owned by Lewis, was demolished. Lewis held a private pilot certificate and had flown about 43 hours, including approximately four in the aircraft involved. Parrish was not certified as an airman.

Lewis had purchased the aircraft the day before. The next morning he was checked out in it, had it fueled to capacity (46 gallons) and took off solo from the Columbia Airport about noon. He then flew to and landed on an air strip at Fair Bluff, his former home, approximately 115 miles distant. He took off with Parrish, a local boy and an old friend, in the front cockpit, then flew to and circled the nearby farm home of an uncle. During the third circle and while banked steeply at an altitude only slightly above the trees, the aircraft was stalled. It struck the roof of a tobacco barn and came to rest about 25 feet beyond.

The state of the weather was good and was not material to the accident. There was ample fuel. No evidence was found of malfunctioning of the aircraft or its components.

Fuel Exhausted—Engine stoppage caused by fuel exhaustion in the main tank to which the selector valve was turned resulted in fatal injuries to Instructor Melford D. Bradley, serious injuries to Student Pilot Leslie G. Davis, and destruction of the aircraft.

Instructor Bradley and his student took off from National Airport, Toledo, Ohio, to check the student out in the aircraft. After about 20 minutes of airwork they returned to practice landings and take-offs. On the last take-off (the second or third of a series) when at an altitude of from 200 to 300 feet and about 1000 feet beyond the west boundary of the airport, the engine stopped abruptly. The pilot started to turn back toward the airport but before completing the turn the plane struck the ground nose first.

The reserve compartment contained between 2 and 3 gallons of fuel. Weather conditions were: Ceiling and visibility unlimited, wind west-northwest 16 mph. Bradley was certificated as a commercial pilot and flight instructor and had flown approximately 4030 hours solo, including about 1500 in the type of aircraft involved. Davis was certificated as a student pilot and had flown approximately 24 hours.

Coyote Hunters Crashed—An aerial coyote hunt ended in a crash and death to Lawrence John Dow and Robert Curtis, near Jordan, Mont. Dow, 30, held a commercial certificate and had flown about 400 hours. Curtis, 33, was not certificated as an airman. The craft was demolished.

Dow, occupying the front seat, and Curtis, with a shotgun, the rear, took off from the local airport to hunt coyotes. So far as could be determined the plane was not seen in flight and its wreckage was accidentally found the following morning by a 13-year-old boy who was looking for stray cattle.

Investigation at the site of the crash did not reveal any evidence of malfunctioning of the aircraft or its components. A small quantity of gasoline remained in the fuel tank. Weather conditions were clear. First contact of the plane with the ground was with the right wing tip, indicating a right turn had been started. As the shotgun was found loaded and cocked, it is possible that the plane was being maneuvered to allow the passenger a shot at a running coyote when the accident occurred.

Show-off Flying Fatal—James Black, 16, of Hobbs, New Mex., and Glenn Cummings, 19, of Seminole, Tex., were killed when they crashed at the Seminole Airport. Neither held an airman's certificate, although Black was reported to have had several hours of dual instruction. The plane was destroyed by impact and fire.

Black took off from the Hobbs Airport. This flight appears to have been either his first or second solo flight and was made without permission of airport personnel. He flew to Seminole, about 30 miles distant, and landed. Shortly thereafter he again took off, this time accompanied by Cummings. The plane was flown in a reckless manner and low enough to scare people on the ground. Following one dive at spectators, the plane was pulled up in a steep right turn during which it stalled and crashed. A severe fire followed. Because of its severity it was impossible to determine if there had been any malfunctioning of the plane prior to the accident. However, witnesses indicated that there was none.

Started "Split-S" Turn Too Low—Pilot Harold C. Phillips, 33, of Dallas, Texas, was fatally injured when he crashed during an aerobatic maneuver at the Municipal Airport, Santa Fe, N. Mex. The airplane was demolished. Phillips was certificated as a commercial pilot with 0-7200 hp single and multi-engine land and sea, instrument and flight instructor ratings. He had flown approximately 4000 hours, including about 1200 in the type aircraft involved in the accident.

Phillips took off for a flight to El Paso, Tex. According to witnesses he made a left climbing turn to an altitude estimated as 250 to 300 feet, then headed across the hangar in a shallow dive, missing the roof by only a few feet. At this point he pulled up in a medium climb, at the same time slow rolling the plane until it reached an inverted position at about 300 feet. The nose dropped as the roll was stopped as if the pilot intended to pull out and level off in the opposite direction (a maneuver known as a "Split-S" turn). However, the plane dived nose-first to the ground at an angle of approximately 60° and at a speed witnesses estimated as 200 mph.

Investigation disclosed no evidence of mechanical failure or malfunctioning of any part of the aircraft prior to impact. Weather conditions were good. Evidence indicated that the pilot had complete control of the aircraft during the entire flight but started the aerobatic maneuver at too low an altitude to effect recovery.

Domestic and Territorial Air Carrier Statistics

Operations for May 1946

Prepared from official reports submitted by the air carriers listed, to the Civil Aeronautics Board

| Operator and routes | Revenue miles flown | Revenue passengers carried * | Revenue passenger-miles flown | Express and freight carried (tons) | Ton-miles flown | | Passenger seat-miles flown | Revenue passenger load factor (percent) |
|--|---------------------|------------------------------|-------------------------------|------------------------------------|-----------------|----------------|----------------------------|---|
| | | | | | Express | Freight | | |
| All American Aviation, Inc., Pittsburgh-Huntington, Jamestown, Williamsport, Harrisburg, Philadelphia..... Total | 153,403 | 0 | 0 | 8.0 | 1,063 | 0 | 0 | |
| American Airlines, Inc., Total | 5,112,404 | 197,635 | 102,177,455 | 1,586.0 | 432,345 | 468,729 | 121,588,111 | 84.01 |
| Dallas-Los Angeles..... | 1,553,480 | 34,572 | 31,034,264 | 191.0 | 100,540 | 120,586 | 35,314,441 | 87.83 |
| Denver-Cleveland; New York-Chicago..... | 948,811 | 50,005 | 20,057,483 | 515.0 | 117,501 | 102,989 | 25,077,869 | 79.98 |
| Boston-New York..... | 311,464 | 42,748 | 6,923,007 | 193.0 | 14,136 | 16,136 | 8,799,156 | 78.68 |
| Cleveland-Nashville..... | 108,338 | 8,497 | 1,953,251 | 66.0 | 5,833 | 9,050 | 2,173,200 | 89.88 |
| New York-Fort Worth or Oklahoma City..... | 1,437,076 | 59,857 | 27,944,087 | 362.0 | 129,269 | 145,511 | 33,009,590 | 84.65 |
| Washington-Chicago..... | 209,520 | 9,633 | 3,722,081 | 81.0 | 13,128 | 20,804 | 5,203,633 | 71.49 |
| Chicago-Fort Worth..... | 337,111 | 13,893 | 7,317,805 | 119.0 | 24,105 | 38,411 | 8,536,314 | 87.57 |
| Buffalo-Toronto..... | 12,006 | 2,747 | 189,543 | 4.0 | 303 | 0 | 250,671 | 75.61 |
| El Paso or Fort Worth-Mexico City..... | 194,598 | 3,923 | 3,035,934 | 55.0 | 27,130 | 15,152 | 3,400,237 | 89.29 |
| Braniff Airways, Inc., Total | 947,697 | 38,478 | 16,982,593 | 161.6 | 43,159 | 26,026 | 19,075,238 | 89.03 |
| Chicago-Dallas..... | 462,192 | 16,039 | 8,361,960 | 72.4 | 25,217 | 19,329 | 9,415,621 | 88.81 |
| Denver-Brownsville; Amarillo-Memphis..... | 443,131 | 22,414 | 7,913,984 | 75.0 | 16,618 | 6,570 | 8,786,455 | 90.07 |
| Houston-New Laredo or Corpus Christi..... | 42,374 | 5,797 | 706,649 | 14.2 | 1,324 | 127 | 873,132 | 80.93 |
| Caribbean Atlantic Airlines, Inc., San Juan-Mayaguez and Christiansted..... Total | 24,892 | 3,333 | 196,733 | 7.2 | 360 | 118 | 427,490 | 46.02 |
| Chicago & Southern Air Lines, Inc., Total | 658,391 | 27,877 | 11,217,793 | 108.3 | 40,208 | 0 | 13,747,528 | 81.60 |
| Chicago-New Orleans..... | 389,437 | 17,971 | 6,686,225 | 70.0 | 26,673 | 0 | 8,147,098 | 82.07 |
| Detroit-Houston..... | 268,954 | 12,498 | 4,531,568 | 38.3 | 13,535 | 0 | 5,600,430 | 80.91 |
| Colonial Airlines, Inc., Total | 291,489 | 12,923 | 3,895,424 | 19.8 | 4,732 | 0 | 5,978,562 | 65.16 |
| New York-Montreal..... | 210,010 | 10,632 | 3,152,313 | 16.6 | 4,233 | 0 | 4,267,503 | 73.87 |
| Washington-Montreal..... | 81,479 | 2,291 | 743,111 | 3.2 | 499 | 0 | 1,711,059 | 43.43 |
| Continental Air Lines, Inc., Total | 461,812 | 17,784 | 6,495,980 | 25.5 | 6,266 | 3,772 | 9,628,689 | 67.46 |
| Denver-El Paso-San Antonio..... | 293,979 | 11,549 | 3,816,892 | 14.6 | 4,402 | 1,048 | 6,184,997 | 61.71 |
| Pueblo-Tulsa..... | 40,974 | 2,585 | 617,666 | 2.3 | 395 | 123 | 858,388 | 71.96 |
| Denver-Kansas City..... | 126,859 | 4,472 | 2,061,422 | 8.6 | 1,409 | 2,601 | 2,585,295 | 79.74 |
| Delta Air Corporation, Total | 940,168 | 41,278 | 18,048,426 | 100.0 | 49,493 | 0 | 23,634,433 | 76.36 |
| Charleston or Savannah-Fort Worth..... | 531,234 | 29,799 | 10,281,260 | 54.0 | 24,652 | 0 | 12,893,084 | 79.74 |
| Chicago-Miami..... | 408,934 | 19,671 | 7,767,166 | 46.0 | 24,841 | 0 | 10,741,349 | 72.31 |
| Eastern Air Lines, Inc., Total | | | | | | | | |
| Boston-San Antonio or Brownsville..... | | | | | | | | |
| Boston or Detroit-Miami..... | | | | | | | | |
| Chicago-Jacksonville..... | | | | | | | | |
| Atlanta-Miami; Tallahassee-Memphis..... | | | | | | | | |
| Washington-St. Louis..... | | | | | | | | |
| Essair, Inc., Houston-Amarillo..... Total | 79,906 | 1,506 | 449,783 | 1.5 | 518 | 0 | 719,154 | 62.54 |
| Hawaiian Airlines, Ltd., Honolulu-Hilo & Port Allen..... Total | 134,837 | 17,502 | 2,495,620 | 234.7 | 10,412 | 25,573 | 2,897,673 | 86.12 |
| Inland Air Lines, Inc., Total | 173,646 | 6,610 | 1,871,036 | 7.3 | 1,706 | 0 | 3,139,772 | 59.59 |
| Denver-Great Falls..... | 109,774 | 3,375 | 1,386,336 | 5.2 | 1,204 | 0 | 2,227,259 | 62.24 |
| Cheyenne-Huron..... | 63,872 | 1,955 | 484,700 | 2.1 | 502 | 0 | 912,513 | 53.12 |
| Mid-Continent Airlines, Inc., Total | 450,781 | 22,362 | 6,831,270 | 41.8 | 14,554 | 0 | 8,972,431 | 76.14 |
| Minneapolis-New Orleans..... | 330,173 | 15,527 | 4,881,064 | 34.6 | 12,348 | 0 | 6,318,287 | 77.25 |
| Minneapolis-St. Louis-Kansas City..... | 128,608 | 7,093 | 1,950,214 | 7.2 | 2,206 | 0 | 2,654,144 | 73.48 |
| National Airlines, Inc., Total | | | | | | | | |
| New York-Key West via Miami..... | | | | | | | | |
| Jacksonville-New Orleans..... | | | | | | | | |
| Northeast Airlines, Inc., New York-Caribou-Montreal; Burlington-Montreal; Bangor-Moncton..... Total | 295,721 | 30,983 | 6,234,682 | 45.9 | 8,149 | 0 | 9,299,712 | 67.04 |
| Northwest Airlines, Inc., Total | 1,564,999 | 53,909 | 32,045,270 | 193.4 | 107,495 | 0 | 37,026,364 | 86.55 |
| Chicago-Seattle; Fargo-Winnipeg..... | 1,116,628 | 46,771 | 22,249,099 | 146.0 | 76,588 | 0 | 25,830,788 | 86.13 |
| Minneapolis-Duluth..... | 16,704 | 1,938 | 280,368 | 4.9 | 270 | 0 | 348,768 | 80.39 |
| Minneapolis-New York..... | 431,667 | 14,265 | 9,515,901 | 45.5 | 30,637 | 0 | 10,846,808 | 87.73 |
| Pennsylvania-Central Airlines, Corporation, Total | 1,519,309 | 113,587 | 33,585,823 | 528.0 | 114,527 | 0 | 45,211,691 | 74.24 |
| Norfolk-Detroit..... | 678,360 | 68,793 | 15,976,483 | 255.0 | 47,937 | 0 | 21,066,637 | 75.94 |
| Detroit-Milwaukee or Chicago..... | 400,880 | 41,890 | 8,316,568 | 142.0 | 31,044 | 0 | 11,191,761 | 74.31 |
| Washington-Buffalo..... | 61,304 | 3,186 | 990,653 | 15.0 | 2,613 | 0 | 1,274,035 | 77.71 |
| Pittsburgh-Buffalo..... | 37,013 | 4,216 | 659,422 | 11.0 | 1,725 | 0 | 871,675 | 75.65 |
| Norfolk-Knoxville..... | 56,052 | 3,370 | 808,122 | 10.0 | 1,754 | 0 | 1,172,210 | 68.94 |
| New York-Birmingham..... | 260,990 | 18,296 | 6,556,871 | 91.0 | 29,130 | 0 | 9,231,129 | 71.03 |
| Detroit-Sault Ste. Marie..... | 24,410 | 1,912 | 278,274 | 4.0 | 324 | 0 | 434,247 | 64.08 |
| Transcontinental & Western Air, Inc., Total | 3,952,080 | 69,431 | 77,646,016 | 1,037.0 | 352,009 | 195,413 | 92,354,526 | 84.07 |
| New York-Los Angeles..... | 2,599,081 | 65,190 | 50,948,287 | 577.0 | 238,349 | 125,192 | 58,752,126 | 86.72 |
| Dayton-Chicago..... | 77,896 | 5,141 | 1,113,893 | 52.0 | 7,537 | 4,561 | 1,486,014 | 74.96 |
| Winslow-San Francisco..... | 271,241 | 12,386 | 4,285,749 | 42.0 | 10,504 | 5,439 | 6,175,611 | 69.40 |
| New York-Chicago-Kansas City..... | 674,572 | 25,811 | 15,930,260 | 261.0 | 75,413 | 50,208 | 19,315,793 | 82.47 |
| St. Louis-Detroit via Cincinnati & Dayton..... | 178,067 | 9,735 | 2,779,848 | 85.0 | 13,547 | 6,462 | 3,481,366 | 79.85 |
| Washington-Dayton via Columbus..... | 95,720 | 5,013 | 1,666,056 | 12.0 | 4,008 | 597 | 1,999,810 | 83.31 |
| Pittsburgh-Boston..... | 55,503 | 2,489 | 921,913 | 8.0 | 2,651 | 2,904 | 1,143,806 | 80.60 |
| United Air Lines, Inc., Total | 4,836,491 | 153,264 | 97,190,876 | 968.0 | 408,936 | 336,885 | 113,723,172 | 85.46 |
| New York-Oakland..... | 3,309,897 | 82,965 | 65,182,502 | 619.0 | 329,793 | 287,225 | 76,875,120 | 84.79 |
| Salt Lake City-Seattle..... | 283,870 | 13,183 | 6,175,179 | 59.0 | 22,472 | 10,922 | 7,151,264 | 86.35 |
| Seattle-San Diego..... | 1,023,674 | 58,147 | 21,958,012 | 250.0 | 45,513 | 34,500 | 24,957,322 | 87.98 |
| Denver-Cheyenne..... | 11,136 | 597 | 57,312 | 2.0 | 92 | 101 | 233,376 | 24.56 |
| Seattle-Vancouver..... | 23,064 | 3,425 | 417,680 | 10.0 | 1,193 | 3 | 480,684 | 86.89 |
| Washington-Toledo..... | 87,622 | 4,610 | 1,774,155 | 8.0 | 2,327 | 1,063 | 2,153,152 | 82.40 |
| Cleveland-Boston..... | 97,228 | 3,445 | 1,626,036 | 20.0 | 7,546 | 3,071 | 1,872,254 | 86.85 |
| Western Air Lines, Inc., Total | 677,639 | 37,241 | 14,678,931 | 110.5 | 28,222 | 9,633 | 19,227,698 | 76.34 |
| San Diego-Salt Lake City..... | 284,731 | 15,180 | 4,744,018 | 39.6 | 13,892 | 0 | 6,152,509 | 77.11 |
| Salt Lake City-Great Falls..... | 71,768 | 3,247 | 1,001,139 | 13.2 | 2,985 | 0 | 1,501,431 | 66.68 |
| Great Falls-Lethbridge..... | 10,106 | 743 | 108,872 | 7.0 | 107 | 0 | 201,524 | 54.02 |
| Los Angeles-San Francisco..... | 232,192 | 17,702 | 5,817,987 | 51.7 | 7,265 | 9,633 | 7,929,558 | 73.37 |
| Los Angeles-Denver..... | 78,842 | 5,343 | 3,006,915 | 5.3 | 3,973 | 0 | 3,442,676 | 87.34 |

* The total passengers carried for each airline is an unduplicated figure.

Domestic and Territorial Air Carrier Statistics—Concluded

Operations for the first five months of 1946 as compared with the same period of 1945

| Operator | Revenue miles flown January-May | | Revenue passengers carried (unduplicated) January-May | | Revenue passenger miles flown January-May | | Express and freight carried (tons) January-May | |
|---|------------------------------------|------------|---|---------------|--|---------------|--|----------|
| | 1946 | 1945 | 1946 | 1945 | 1946 | 1945 | 1946 | 1945 |
| All American Aviation, Inc. | 688,668 | 567,234 | 0 | 0 | 0 | 0 | 23.0 | 32.2 |
| American Airlines, Inc. | 23,268,131 | 17,036,946 | 775,524 | 459,770 | 425,781,127 | 271,689,066 | 5,167.0 | 6,602.7 |
| Braniff Airways, Inc. | 4,239,534 | 2,914,765 | 178,052 | 115,477 | 74,725,603 | 50,111,295 | 633.0 | 460.4 |
| Caribbean Atlantic Airlines, Inc. | 138,515 | 82,303 | 18,467 | 7,655 | 1,100,135 | 544,428 | 36.0 | 59.9 |
| Chicago & Southern Airlines, Inc. | 2,989,820 | 1,682,611 | 123,241 | 57,849 | 50,396,470 | 25,510,645 | 424.0 | 371.9 |
| Colonial Airlines, Inc. | 1,055,695 | 751,013 | 50,507 | 26,391 | 15,247,532 | 7,945,396 | 58.5 | 42.7 |
| Continental Air Lines, Inc. | 1,975,678 | 1,177,682 | 72,565 | 37,407 | 26,850,160 | 13,816,737 | 80.4 | 90.9 |
| Delta Air Corporation | 3,815,218 | 2,071,675 | 170,197 | 93,246 | 71,567,810 | 36,294,750 | 362.0 | 267.1 |
| Eastern Air Lines, Inc. | 9,518,224 | 5,518,224 | 312,048 | 159,262,667 | 159,262,667 | 159,262,667 | 1,780.0 | 1,780.0 |
| Essair, Inc. | 358,374 | 6,474 | 6,474 | 1,897,375 | 1,897,375 | 1,897,375 | 5.5 | 5.5 |
| Hawaiian Airlines, Ltd. | 628,406 | 412,757 | 84,249 | 12,096,863 | 7,126,509 | 1,006.3 | 1,461.0 | 1,461.0 |
| Inland Air Lines, Inc. | 820,219 | 643,415 | 29,144 | 8,047,367 | 6,697,112 | 24.9 | 20.6 | 20.6 |
| Mid-Continent Airlines, Inc. | 1,920,574 | 1,076,968 | 92,152 | 44,592 | 28,050,575 | 11,624,571 | 146.1 | 88.8 |
| National Airlines, Inc. | 2,139,894 | 1,239,894 | 58,081 | 25,796,905 | 25,796,905 | 25,796,905 | 115.4 | 115.4 |
| Northeast Airlines, Inc. | 1,270,236 | 566,402 | 119,612 | 37,001 | 24,410,366 | 7,694,237 | 119.9 | 53.0 |
| Northwest Airlines, Inc. | 6,767,533 | 3,839,460 | 204,502 | 102,592 | 122,873,958 | 63,638,886 | 657.4 | 617.3 |
| Pennsylvania-Central Airlines Corporation | 6,574,330 | 3,560,654 | 445,144 | 246,910 | 129,991,644 | 55,137,238 | 1,595.0 | 1,722.1 |
| Transcontinental & Western Air, Inc. | 16,657,695 | 11,151,503 | 346,559 | 188,618 | 305,306,265 | 172,126,925 | 3,853.0 | 4,021.4 |
| United Air Lines, Inc. | 20,702,653 | 13,978,614 | 573,351 | 240,370 | 355,912,966 | 200,462,351 | 3,158.4 | 2,627.0 |
| Western Air Lines, Inc. | 3,163,977 | 1,878,481 | 158,890 | 77,323 | 59,269,535 | 32,314,239 | 413.9 | 279.7 |
| Total | 75,060,601 | 45,177,738 | 2,177,738 | 1,147,793,957 | 1,147,793,957 | 1,147,793,957 | 20,714.1 | 20,714.1 |
| Index (1945 = 100) | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |

| Operator | Ton miles flown | | | | Passenger seat miles flown January-May | | Revenue passenger load factor (percent) January-May | |
|---|------------------------|-----------|------------------------|-------|---|---------------|---|--------|
| | Express January-May | | Freight January-May | | 1946 | 1945 | 1946 | 1945 |
| | 1946 | 1945 | 1946 | 1945* | | | | |
| All American Aviation, Inc. | 3,001 | 5,330 | 0 | — | 0 | 0 | — | — |
| American Airlines, Inc. | 1,612,304 | 3,073,753 | 1,278,034 | — | 492,218,702 | 306,215,821 | 86.50 | 88.72 |
| Braniff Airways, Inc. | 195,306 | 224,815 | 71,182 | — | 85,214,829 | 57,832,445 | 87.09 | 86.65 |
| Caribbean Atlantic Airlines, Inc. | 1,796 | 4,745 | 926 | — | 2,137,706 | 725,490 | 51.46 | 75.04 |
| Chicago & Southern Airlines, Inc. | 156,182 | 153,458 | 0 | — | 62,423,596 | 34,536,604 | 80.73 | 73.87 |
| Colonial Airlines, Inc. | 14,498 | 12,316 | 0 | — | 22,031,701 | 11,455,800 | 69.21 | 69.36 |
| Continental Air Lines, Inc. | 24,254 | 39,986 | 7,267 | — | 40,995,810 | 18,131,057 | 65.49 | 76.20 |
| Delta Air Corporation | 174,561 | 103,206 | 21,501 | — | 88,453,440 | 42,923,738 | 80.91 | 84.56 |
| Eastern Air Lines, Inc. | — | 978,882 | — | — | — | 183,693,030 | — | 86.70 |
| Essair, Inc. | 1,898 | — | 0 | — | 3,227,166 | — | 58.79 | — |
| Hawaiian Airlines, Ltd. | 42,223 | 224,355 | 113,170 | — | 13,411,713 | 7,536,144 | 90.20 | 94.56 |
| Inland Air Lines, Inc. | 5,572 | 4,572 | 0 | — | 13,459,711 | 9,793,323 | 59.79 | 68.38 |
| Mid-Continent Airlines, Inc. | 53,389 | 25,110 | 0 | — | 36,272,210 | 17,706,152 | 77.35 | 65.65 |
| National Airlines, Inc. | — | 55,612 | — | — | — | 28,520,771 | — | 90.45 |
| Northeast Airlines, Inc. | 21,347 | 9,989 | 0 | — | 32,403,531 | 12,702,123 | 75.33 | 60.57 |
| Northwest Airlines, Inc. | 379,779 | 330,697 | 0 | — | 142,341,507 | 74,646,230 | 86.32 | 85.25 |
| Pennsylvania-Central Airlines Corporation | 367,625 | 357,470 | 0 | — | 166,931,176 | 72,749,290 | 77.87 | 75.79 |
| Transcontinental & Western Air, Inc. | 1,363,278 | 2,071,406 | 618,527 | — | 351,332,144 | 193,714,965 | 86.90 | 88.86 |
| United Air Lines, Inc. | 1,830,320 | 2,033,424 | 968,235 | — | 414,810,059 | 211,156,040 | 85.80 | 94.94 |
| Western Air Lines, Inc. | 117,154 | 125,871 | 24,046 | — | 75,162,465 | 37,702,844 | 78.86 | 85.71 |
| Total | 9,834,997 | 9,834,997 | — | — | 1,321,741,777 | 1,321,741,777 | 86.84 | 86.84 |
| Index (1945 = 100) | 100.00 | 100.00 | — | — | 100.00 | 100.00 | 100.00 | 100.00 |

| | January | February | March | April | May | Total |
|---|-------------|-------------|-------------|-------------|-----|-------|
| Passengers carried (unduplicated) total revenue and non-revenue | 661,480 | 667,376 | 828,276 | 953,000 | — | — |
| Passenger miles flown (total revenue and non-revenue) | 336,897,337 | 337,356,042 | 413,367,422 | 469,363,128 | — | — |

* Express and freight ton-miles combined under express. Not reported separately prior to July 1945.
Note.—Effective January 1, 1946, all revenue traffic statistics reported to the CAB on the basis of direct airport-to-airport distances. For purposes of comparability, those traffic statistics reported prior to that date on the basis of course-flown distances have been converted to reflect direct airport-to-airport distances.

Board Answers

(Continued from page 88)

However, the 10 trips is not the exclusive test. A lesser number of trips establishing a pattern of service involving reasonable regularity would also, as it now does, constitute scheduled service requiring certification.

Q. Is the Board authorizing establishment of any new scheduled airlines?

A. Yes, whenever the requirements of public convenience and necessity are demonstrated in a public hearing. The suspension of all such proceedings required during the war has been terminated. Since March 28, the Board has granted certificates (for 3-year trial periods) to seven air carriers not previously certificated. In addition, there are pending seven unfinished "area" cases, each involving numerous applications covering a large section of the United States, which are under active consideration with prospects of additional authorizations to new carriers. In addition, a consolidated proceeding, in-

volving applications for exclusively air cargo services throughout the United States, is soon to be heard.

Q. How are the exemption regulation and Part 42 of the Civil Air Regulations related?

A. They are of equal applicability except for effective dates. (a) They neither apply to nor authorize scheduled air transportation. (b) Interstate carriage is not affected. (c) Contract carriage is not affected. (d) Nonscheduled operators are required to file registration statements with the Board by July 15, and applications for safety operating certificates with the Administrator by August 1, 1946.

Q. What is the status of express companies, forwarders, and travel agencies?

A. Persons who undertake generally to arrange for interstate common carriage by air for others, but do not operate aircraft, are termed "indirect air carriers" by the Act. The exemption regulation does not apply to indirect air carriers. Their activities can be conducted only after they have obtained a certificate of public convenience and necessity, or an

exemption order supported by a showing of the requisite "limited extent," "unusual circumstances," and "public interest."

Q. What was the decision of the Board in Docket 1501, Investigation of Nonscheduled Air Services?

A. (a) That the principles of the existing exemption regulation should temporarily be continued in effect; (b) That nonscheduled operators should be required to file registration statements; and (c) That further regulation of nonscheduled operators should be deferred until additional data had been accumulated and comments received after public circulation of the proposed new regulation.

Venezuelan Line Applies for U. S. Stops

A Venezuelan airline, Linea Aeropostal Venezolana, has applied to the Board for a foreign air carrier permit authorizing service to Miami from Maiquetia, Venezuela, and also for an intermediate stop at New York on a Maiquetia-Montreal route.

CAA Taking Steps To Reduce Aircraft Registration Time

Measures are being taken to provide faster registration service for aircraft purchasers and finance companies, according to F. M. Lanter, CAA Assistant Administrator for Safety Regulation.

To Suggest Changes in Law—Several months ago, T. P. Wright, the Administrator, directed the CAA Legal Department to study and suggest possible changes in the laws which now govern airplane titles. Present laws restrict the methods which can be used.

CAA experts in the use of business machines are investigating the possibility of applying additional machine methods to work of the section, and simultaneously a study is being made of further simplification of forms.

What Law Requires—Under the basic law, ownership by the applicant must be proved before the CAA can issue a registration certificate and certificate of ownership. In the airplane industry, outright sales are common from the manufacturer to the distributor, from the distributor to the dealer, and from the dealer to the customer.

All three transactions may take place in a week. But the final purchaser cannot be given a certificate of ownership until the papers covering all the transactions have reached the CAA office and have been processed.

Mortgages and "time sales" complicate the matter. It is common for one or more purchasers involved in a string of transactions to borrow money on the plane. Under the law, CAA must record all such mortgages when requested to do so, and is unable to issue a certificate of ownership to the next person purchasing the plane until evidence is received that the mortgage has been satisfied or transferred to the new owner.

All these required steps have been established by law—not by CAA regulations. However, new business machine systems which will operate within this legal framework are being investigated, and promise 24-hour service despite the complicated nature of the work, and the rapidly-expanding number of airplane transactions.

Like Title Laws for Autos—The present system is identical to that used in states having automobile title laws. In such states, the automobile owner gets a registration certificate to carry in his car, and a certificate of ownership on which mortgages are recorded. On the back is a bill of sale for use in transferring the automobile to a new owner.

In just the same way, the airplane owner gets a registration certificate which he must carry in the plane, and a certificate of ownership on which mortgages are recorded. Attached to the ownership certificate is a bill of sale for use in transferring the airplane to a new owner.

Automobile owners carefully save their certificate of ownership, and almost invariably use the attached bill of sale when they sell the car to someone else. Many airplane owners have failed to realize the importance of saving their certificates of ownership and using the attached bill of sale.

CAA Must Have Title Record—When an airplane is sold several times in succession using make-shift bills of sale, which are not recorded with the CAA, there is no way, under the law, that the CAA can issue the final purchaser a certificate of ownership. The original owner, insofar as CAA records go, still has title. In such a case the final purchaser must locate the original owner and get a bill of sale from him. An automobile purchaser attempting to use the same transfer methods would get into identical complications in any state having title laws.

U. S. Representatives at the PICAQ Assembly



With the task of working out aviation codes and practices on a world-wide scale developed to the policy-making stage, 43 member countries sent delegates to the first interim assembly meeting of the Provisional International Aviation Organization at Montreal May 21-June 7. In the above illustration, the five U. S. delegates are seated in the foreground and the five alternate delegates and two alternate consultants are standing. Alfred Hand, Chief of the CAA Plans and Performance Staff, acted as technical secretary of the delegation. Seated (left to right) are: Harlee Branch, CAB Member; Delegation Vice Chairman L. Welch Pogue, retiring CAB Chairman; Delegation Chairman Wm. A. M. Burden, Assistant Secretary of Commerce; Gerald B. Brophy, retiring U. S. Representative on the interim council; Garrison Norton, Director of the Office of Transportation and Communications Policy, State Department. Standing (left to right): Alternate Consultant Charles O. Cary, Office of the Assistant Secretary of Navy for Air; Paul T. David, Assistant Chief Fiscal Division, Bureau of the Budget; George C. Neal, retiring CAB General Counsel; Stokeley W. Morgan, retiring Chief of the Aviation Division, State Department; Alternate Consultant Colonel T. C. Odum, at that time Executive Officer of the Office of the Assistant Secretary of War for Air; Paul A. Smith, Assistant to the Director of the U. S. Coast & Geodetic Survey, and U. S. Air Navigation Representative to PICAQ; and C. I. Stanton, CAA Deputy Administrator.

Proposed Air-freight Agreement Meets with Board Disapproval

Informing Railway Express Agency of its reasons for informally disapproving the Agency's proposed air-freight agreement with Northwest Airlines, the Board said the existing exemption order under which the Agency operates does not cover the proposed freight operation, and that it must demonstrate to the Board why it should be permitted to engage in these operations.

An order exempting Railway Express from holding a certificate of public convenience and necessity, granted in 1941, has allowed it to make arrangements with practically all domestic air carriers for picking up airborne express (light weight cargo) at airports and delivering it by truck or shipping it by rail to off-route cities.

Since the order does not cover the bulkier type of freight cargo, the Board said the existing exemption would have to be amended, and that a written petition was in order.

The Board strongly suggested that Railway Express file an application for a certificate of public convenience and necessity for air-express operations. Although the Board could, and may, decide to institute an investigation into the status of Railway Express under the Act, such investigation could not result in issuing a certificate of public convenience and necessity.

Airmail Postage to South America

Air mail postage between the United States and Latin America varies with distance ranging from 8 cents a half ounce in Mexico and Cuba to 20 cents to Argentina.

CAA to Issue Certificates To U. S. Citizens in Germany

Plans to issue airman and airworthiness certificates to United States military or civil personnel in American occupied zones of Europe who wish to purchase surplus aircraft and engage in civil flying have been announced by the Civil Aeronautics Administration.

It is the opinion of T. P. Wright, Administrator of Civil Aeronautics, that such a plan will be a morale booster and at the same time perform a definite service to U. S. citizens abroad. Certificates will be issued by three long-time CAA officials, John E. Sommers, Glynne M. Jones and Fred H. Grieme, already representing CAA in Germany and Austria.

All three have been abroad since the end of 1945 as aviation consultants to the Office of Military Government, U. S. Zone, Germany, and the Allied Control Commission for Austria. They will continue with their duties as consultants as well as provide the additional service of certification.

Census Releases First Reports On U. S. Foreign Air Trade

The Foreign Trade Division, Bureau of the Census, is now releasing for the first time current statistics on the foreign trade air traffic of the United States. Monthly reports will be issued showing the volume and value of commodities moving in and out of the United States by air, together with the countries from which these commodities originate and to which they are destined. These reports will provide valuable information to transportation authorities, airlines, steamship companies and the general public.

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